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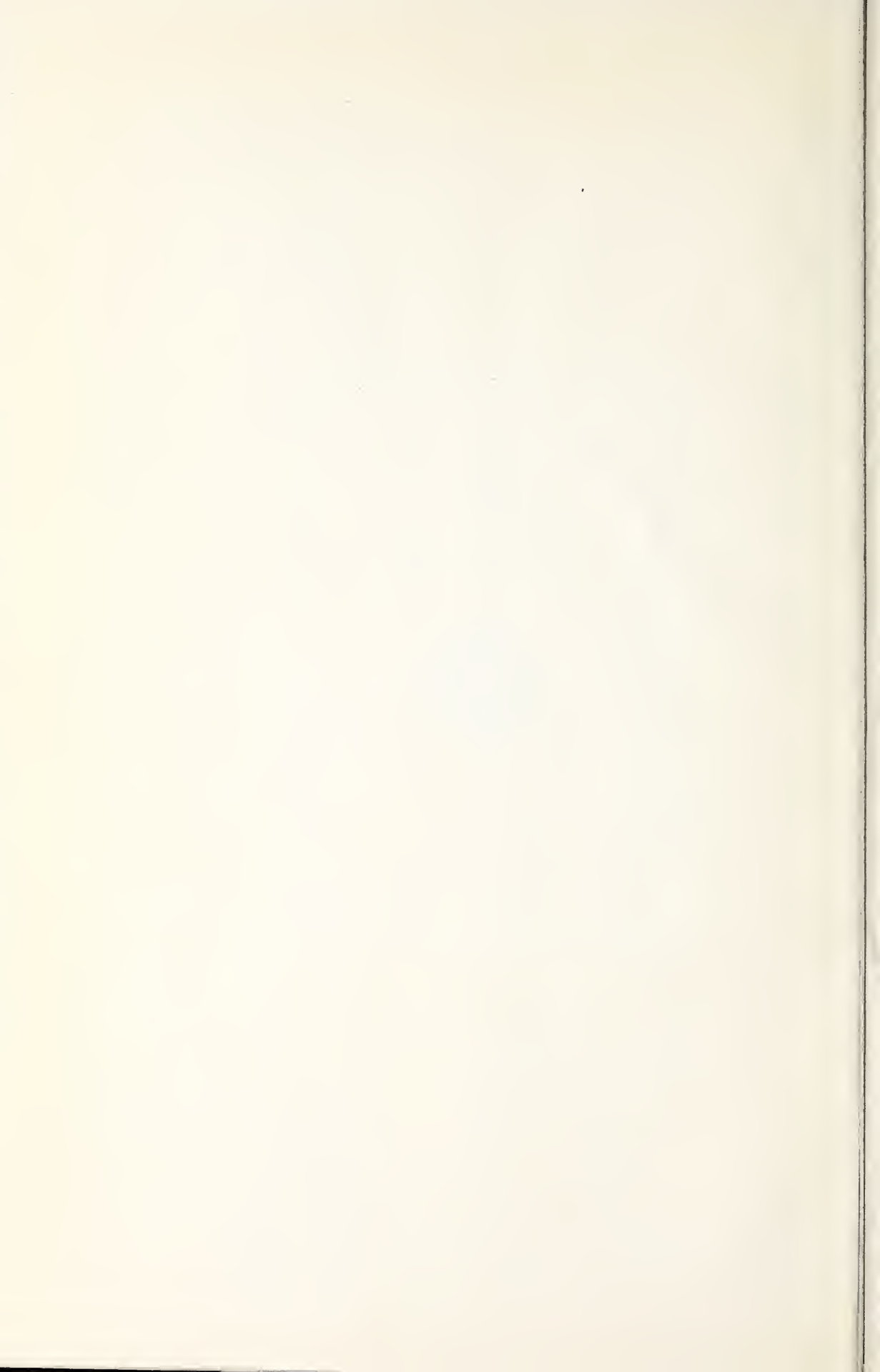
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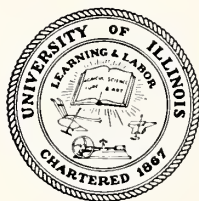






THE DEVELOPMENT OF
CHICAGO BUILDING CONSTRUCTION

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HISTORY OF THE DEVELOPMENT OF BUILDING CONSTRUCTION IN CHICAGO

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INTRODUCTION

Available in quantity when we wish to understand the nature, the evolution, the dynamics, and the probable future of such population giants as New York City, Chicago, Philadelphia, Detroit, Los Angeles, San Francisco, or St. Louis is a wide variety of documents. These include impressionistic sketches of many aspects of city life, careful studies of urban sociology, analyses of metropolitan markets and real estate practices and tax policies, comprehensive accounts of municipal government and politics.

What we in America have not had hitherto is a detailed history of the structures, the foundation engineering and construction methods, and the planners and builders, in any of our metropolises.

Thanks to Mr. Randall and the research group of which he is a member, we now have such a history. The College of Engineering, and the Engineering Experiment Station, are proud to offer it in published form. It is broad in its generalizations, highly particularized in its presentation of historical data. It deals with that city which it is not mere local pride to call the pioneer in modern urban construction methods. Indeed, not until the picture of building in Chicago is completely delineated can the history of building in America be written. As Dr. Ralph Peck recently said in an Illinois Engineering Experiment Station bulletin which forms a sort of prologue to the present volume: "The history of building foundations in Chicago between 1871, the year of the great fire, and 1915 epitomizes the development of foundation engineering throughout the world. Within less than half a century and within the confines of the small area known as the Loop, the art of constructing building foundations grew to maturity by a process of trial, error, and correction. Seldom in any field of engineering has so much experience been concentrated in so little time and space."

This is not to say that there will be no sequels to the present work. Indeed, it is one of Mr. Randall's achievements that he names in great detail the contemporary sources of information regarding hundreds of structures, and thus urges upon us a further exploration of his wide field. As a matter of fact, several subjects with which he deals are under intensive investigation. But even without the results of these studies, we now have a far clearer and fuller picture of the physical growth of Chicago than has ever been at our disposal before.

Mr. Randall's researches have not been limited to the period of which Dr. Peck speaks. They have penetrated into the decades before the Great Fire and into the years since World War I. He has spent thousands of hours, and funds of his own, in gathering information never utilized—much of it, in truth, never before known—by either practicing engineers and architects or research specialists. His text, his illustrations, the entries in his bibliography, and his four indexes all represent a broad contribution to knowledge.

It is not only the architect and the engineer who will find in these pages literally thousands of pertinent and usable facts—facts concerning sites, costs, methods, and the materials used in laying building foundations, constructing

the buildings themselves, and decorating and embellishing their interiors. Mr. Randall's specific data, and his generalizations both expressed and implied, will also serve real estate experts and members of the legal profession. They will likewise aid sociologists, historians, and city planners. All of these men will find many of their views buttressed, and others perhaps challenged, by the technological and economic findings set forth in this volume.

Not to anticipate too greatly the reader's own pleasure of discovery, I might call special attention to the biographies of Van Osdel and other leaders of thought and practice; the reproduction of many pages from a book of which there is known to exist, outside one library and the publisher's safe, only the copy that Mr. Randall found after a ten-year search; and the detailed figures on dimensions, costs, and construction methods which stud many of his descriptions of specific buildings.

Though he has included thousands of particulars, Mr. Randall has at the same time been rigidly selective. In making his choices of facts to put in and facts to leave out, he has been guided in large part by years of practical experience as a structural engineer. He has himself contributed greatly to Chicago developments of the past forty years, and knew intimately many master architects of the generation preceding his own. His perspective is therefore wide, and his judgment deep.

In addition his studies have been aided by the Joint Committee on Soil Mechanics and Foundations of the Western Society of Engineers, the Illinois Section of the American Society of Civil Engineers, and the Engineering Experiment Station of the University of Illinois.

We of the University of Illinois College of Engineering, in his association with us as Special Lecturer in Civil Engineering, learned much from him and we are happy too that the Illinois Engineering Experiment Station shares in the production of this volume. We are under great obligations to him for the years of study whose fruits appear in the following pages. We believe that engineers, architects, businessmen, historians, and students of urban economics and social life will be happy to join us in acknowledging the indebtedness.

M. L. ENGER

DEAN, THE COLLEGE OF ENGINEERING
DIRECTOR, THE ENGINEERING EXPERIMENT STATION

PREFACE

Over the years, the author has found it necessary to search for information relative to existing buildings, particularly their foundations and type of construction. From 1938 to date, as Consulting Structural Engineer for the Department of Subways and Superhighways of the City of Chicago, he collected data of such nature concerning all buildings along the routes of the State and Dearborn subways. The most important of these buildings were located in the district covered by this volume—from Division street on the north to Roosevelt road (Twelfth street) on the south, and from the north and south branches of the Chicago river on the west to Lake Michigan on the east. This district is commonly referred to as the Central Business District.

Later a Joint Committee on Soil Mechanics and Foundations of the Chicago area was instituted by the Illinois Section of the American Society of Civil Engineers, the Western Society of Engineers, and the Engineering Experiment Station of the University of Illinois. The members of this committee are Messrs. Albert E. Cummings, Verne O. McClurg, Frederick W. Reichert, Paul C. Rutledge, Chester P. Siess, Karl Terzaghi, Ralph B. Peck, Secretary, and Frank A. Randall, Chairman. Additional information was collected, and the publication of these data is a part of the report of this committee.

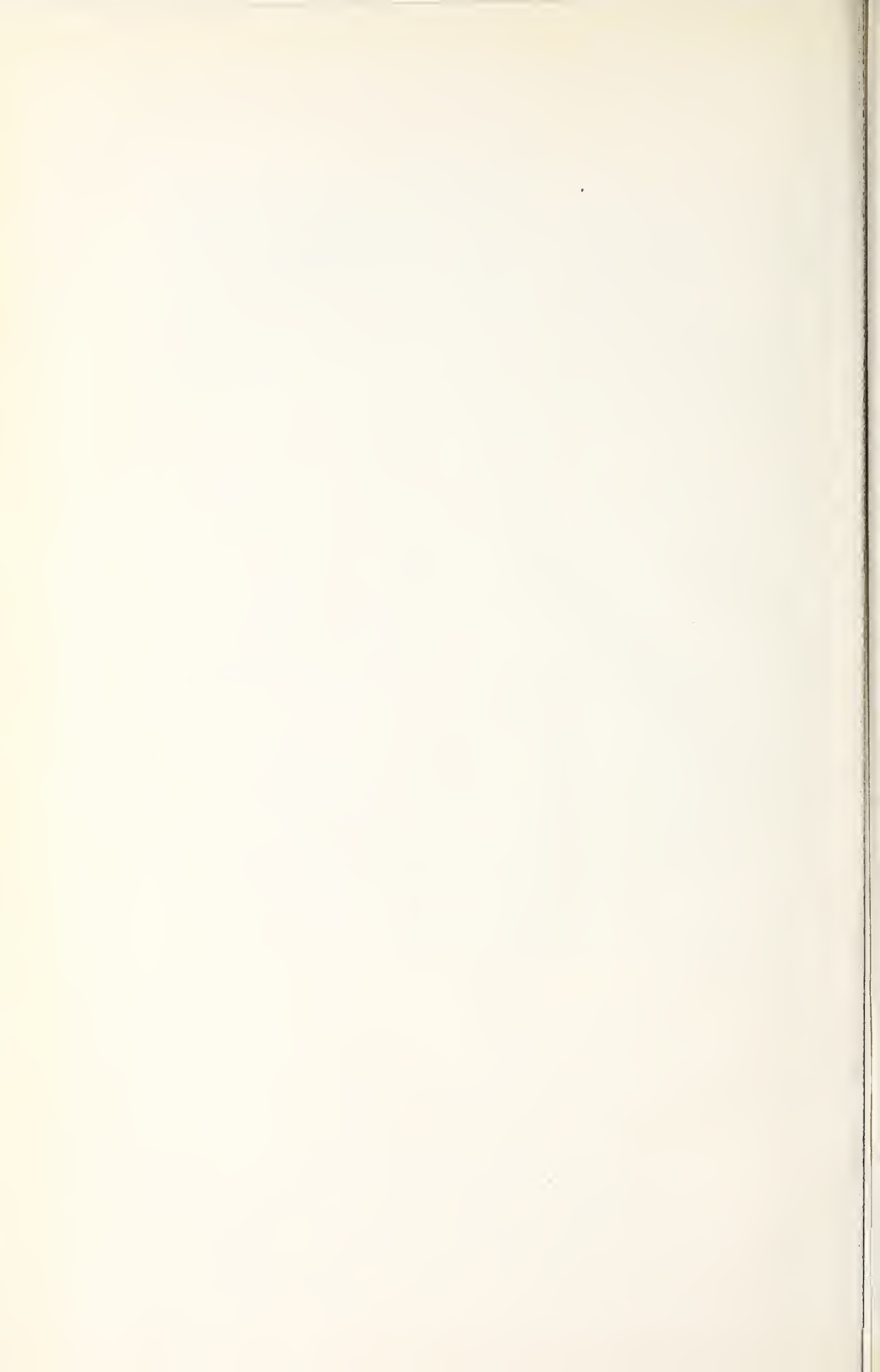
Publication limits prevent a complete history of each building; therefore, liberal reference is made to other sources of description and illustration. A chronological arrangement is used to assist the reader in following the development of the construction of Chicago buildings.

The compilation of the data involved the discovery and utilization of many sources other than those listed in the Bibliography. Architects, engineers, owners, and contractors responded freely. Grateful acknowledgement is made to them and to the Chicago Historical Society and the Burnham Library.

The many inquiries from architects, engineers, and realtors for such information as is contained herein leads the author to hope that this work will be helpful to these professions and that it will prove of historical interest to many others. Future generations of architects and engineers will find in the work of their predecessors an inspiration to exercise their ingenuity and keep Chicago in the lead in solving the problems of the building industry.

FRANK A. RANDALL

JUNE 1, 1949



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KEY TO BIBLIOGRAPHY

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- AA American Architecture
- AAC All About Chicago, John and Ruth L. Ashenhurst, 1933
- AAH American Apartment Houses, Hotels and Apartment Hotels of Today, R. W. Sexton, 1929
- AEF Architectural Engineering, J. K. Freitag, 1901
- AF Architectural Forum
- APB Directory to Apartments of the Better Class on the North Side of Chicago, Albert J. Pardridge & Harold Bradley, 1917
- AR Architectural Record
- ARV Architectural Review
- AWG The Architectural Work of Graham, Anderson, Probst & White and their predecessors, 1933
- B Planning and Construction of High Office Buildings, Birkmire, 1900
- BB The Brickbuilder
- BW A Portfolio of Fine Apartment Homes, Baird & Warner, 1928
- C Chicago, Rush C. Butler, Jr., 1929
- CAA Corpus of American Architecture, University of Illinois
- CAC Commercial and Architectural Chicago, G. W. Orear, 1887
- CBFP Chicago Before the Great Fire, Trans-Continental Pub. Co., no date
- CCP Chicago, A Century of Progress, Marquette Pub. Co., 1933
- CHC Centennial History of the City of Chicago, Inter-Ocean, 1905
- CIJ Chicago Illustrated, Jevne & Almini (rare prints, Chicago Historical Society)
- CIM Chicago and Its Makers, Paul Gilbert and Charles Lee Bryson, 1929
- CN Construction News
- CRT Chicago and Its Resources Twenty Years After (1871-1891), *The Chicago Times*, 1892
- CYT Chicago—Yesterday and Today, Felix Mendelsohn, 1932
- DHBM Daniel H. Burnham, Architect, Planner of Cities, Charles Moore, 1921
- DSS Department of Subways and Superhighways, City of Chicago, Photographs taken by Peter Fish Studio
- EAR Manuscript records of Edward A. Renwick, Architect, in possession of his son, Ralph Renwick
- EN Engineering News
- ENR Engineering News-Record
- ER Engineering Record
- FNB The First National Bank of Chicago, 1913
- GCSU The Great Conflagration. Chicago: Its Past, Present and Future, James W. Sheahan and George P. Upton, 1871

- HBF History of Building Foundations in Chicago, Ralph B. Peck, Bulletin 373, University of Illinois Engineering Experiment Station, 1948
- HCA History of Chicago, A. T. Andreas, 1885-86
- HCCB A Half Century of Chicago Building, John H. Jones, 1910 (Crerar Library)
- HE 60 Years a Builder, Henry Ericsson, 1942
- HSM History of the Skyscraper, Francisco Mujica, 1929 (Chicago Public Library)
- IA Inland Architect
- IC Industrial Chicago, 2 vols., 1891
- ISA Handbook of Illinois Society of Architects
- LO Land Owner (Newberry Library)
- LSM Louis [Henry] Sullivan, Hugh Morrison, 1935
- OBD Chicago Central Business and Office Building Directory, The Winters Publishing Co. (Chicago Public Library)
- OMSM Old Monroe Street, Edwin F. Mack, 1914
- OYF One Year from the Fire—Chicago Illustrated, J. M. Wing & Co., 1872 (Crerar Library)
- RB Realty and Building
- RG Railroad Gazette
- RMN Rand McNally & Co., Handy Guide, 1893
- RMNP Rand McNally & Co., Photographic Views of Chicago (C), 1902
- RMNV Rand McNally & Co., Views of Chicago, 1898 (Chicago Historical Society)
- SCB Steel Construction, H. J. Burt, 1914
- SCM Skeleton Construction, William B. Mundie, 1932, a ms. (Elmer C. Jensen)
- SGC The Standard Guide to Chicago, John J. Flinn, 1892
- T Architecture in Old Chicago, Thomas E. Tallmadge, 1941
- TYF Two Years after the Fire—Chicago Illustrated, J. M. Wing & Co., 1873 (Crerar Library)
- VO John M. Van Osdel account books, 3 vols. (Chicago Historical Society)
- WA Western Architect
- WSE Journal of the Western Society of Engineers

GROWTH AND EARLY DEVELOPMENT OF CHICAGO

Leadership of Chicago

Chicago's preeminence in many fields is generally known, but its important contributions to the field of building construction may not be so widely recognized. Many advancements in building practices originated in Chicago—balloon construction of frame buildings, fireproof construction, the rational proportioning of the areas of isolated footings, the use of steel grillages to secure shallow footings, the Chicago caisson, the evolution of skeleton construction and wind bracing, and the development of reinforced concrete construction. In the development of the art of building construction, Chicago has consistently led other cities. Only in the height of buildings has it been surpassed in recent years.

Great credit must be given to the outstanding engineers and architects whose vision, ingenuity, and inventions led to the development of present-day building construction.

Except for occasional comparatively dormant periods of economic depression, the city has served as a large-scale research and testing laboratory; the detailed history of its buildings represents a continuous and successful battle for improved construction upon soil that has presented difficult problems. This rapid development has of course been aided by an unusual growth in population and increased property values.

One of the factors which contributed largely to the remarkable progress of architectural design and subsequent building construction was the great fire of 1871. This fire, in which 18,000 buildings valued at \$192,000,000 were burned, wiped the slate clean, and served as a vivid warning that more permanent construction was required. To date no other city has had such a stimulus to improved building construction, together with industrial wealth sufficient to finance swift rebuilding.

After the Chicago fire, many structures were quickly rebuilt, but the financial panic of 1873 slowed reconstruction for a period of nearly ten years. Then there came a golden decade of building which culminated in the World's Columbian Exposition. Another relatively quiet period followed the panic of 1893, but by the turn of the century the most important developments had been realized. Skeleton construction, structural steel, and caissons had been proved and accepted, and reinforced concrete was on its way to acceptance. The materials and methods of construction had been devised, and engineers and architects were in a position to meet all demands then current for height of construction.

In order that the reader may appreciate the economic pressures that forced the growth and development of building construction in Chicago, the following sketch of the early history of the city is presented.

Location and Early Growth of Chicago

Beginnings of Chicago

The first structure on the site of Chicago was a log cabin built beside the river near the lake shore in 1779 by Jean Baptiste Point de Saible, a negro, who occupied it until 1803. It was sold in 1803 to an individual named Le Mai, and again in 1804 to John Kinzie, the first permanent white resident.

In 1804, Fort Dearborn was built by Captain John Whistler, civil engineer of the U. S. Army, at the location of the southwest corner of N. Michigan avenue and E. Wacker drive. It was of log construction, two stories high. On August 15, 1812, the Fort Dearborn massacre occurred, and on the following day the fort was burned by the Indians. It was rebuilt in 1816 by Captain Hezekiah Bradley, also of the U. S. Army, and was torn down about 1875.

In The Chicago Tribune of December 29, 1947, is a detailed sketch of the fort and accessory buildings, based upon the official report of Captain John Whistler, Commander, together with a plan from Illinois street south to Madison street and from Dearborn street to the lake. This plan shows the old mouth of the Chicago river near E. Madison street.

Growth of the City

The first map of the original town of Chicago, by James Thompson, surveyor, is dated August 4, 1830. This date marks the beginning of Chicago as a legally recognized town. The settlement, three-eighths of a square mile in area, was bounded by Madison, State, Kinzie, and Halsted streets. On March 4, 1837, Chicago was incorporated as a city.

On May 21, 1830, the United States had granted to the State of Illinois alternate sections of land for five miles on either side of a canal to connect the Chicago river with the Desplaines river. Later in the year the Canal Commissioners, appointed by the state, subdivided a part of one section at the fork of the Chicago river. This first subdivision in the city was bounded by the present Madison, State, Kinzie and Desplaines streets. The first lots were sold on September 4, 1830.

In 1830 the first bridge was built across the South Branch of the Chicago river near Randolph street. In 1834 South Water and Lake streets were graded, and the first drawbridge was built across the river at Dearborn street.

By 1848, the original incorporated area had expanded until the city limits had reached North avenue on the north, Wood street on the west, and Cermak road (22nd Street) on the south. By 1871, Fullerton avenue was the northern boundary, Pulaski (Crawford) avenue the western, and Pershing road (39th Street) the southern. The largest annexation (132 square miles) was effected in 1889; and by 1893 the city had reached approximately its present limits, excepting for small areas scattered along the western boundary, as shown on the map on the next page.

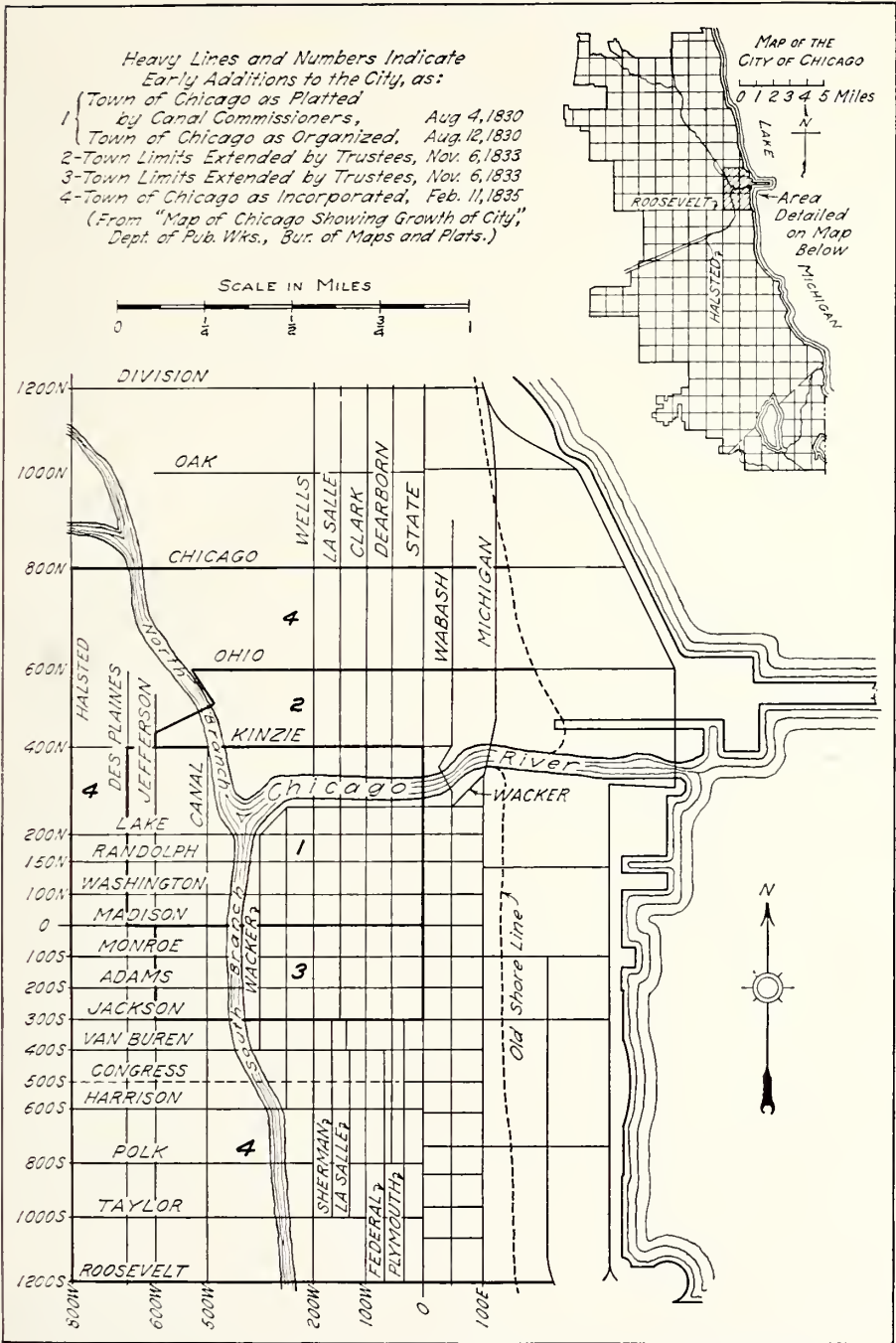


FIG. 1. STREET MAP OF THE CENTRAL BUSINESS DISTRICT

A graphic picture of the swift expansion of the city to its present area of more than 212 square miles and its 1940 population of nearly three and a half million persons is presented in the following data, taken from Residential Chicago, Chicago Land Use Survey (Vol. 1, 1942), directed by the Chicago Plan Commission.

| | <i>Area</i> <i>sq. mi.</i> | <i>Population</i> | <i>Density of</i> <i>population</i> <i>per sq. mi.</i> |
|-----------|-------------------------------|-------------------|--|
| 1830..... | 0.417 | 100 (est.) | |
| 1840..... | 10.186 | 4,470 | 439 |
| 1850..... | 9.311 | 29,963 | 3,218 |
| 1860..... | 17.492 | 109,260 | 6,246 |
| 1870..... | 35.152 | 298,977 | 8,505 |
| 1880..... | 35.152 | 505,185 | 14,371 |
| 1890..... | 178.052 | 1,099,850 | 6,177 |
| 1900..... | 189.517 | 1,698,575 | 8,963 |
| 1910..... | 190.204 | 2,185,283 | 11,489 |
| 1920..... | 198.270 | 2,701,705 | 13,626 |
| 1930..... | 207.204 | 3,376,438 | 15,862 |
| 1940..... | 212.863 | 3,396,808 | 15,958 |

Raising the Grade

Since Chicago's site was low and swampy, the problems of drainage and sewage disposal became more serious as the population grew. The high death rate made a solution of this problem imperative. In line with a comprehensive plan devised by E. S. Chesbrough, the street grades were raised in 1855 and again in 1857. Many buildings were raised correspondingly, one of the first being a block of four-story buildings at the corner of W. Lake and N. Wells streets, owned by George Smith. Built in 1850, these structures were considered the finest of their period in the city. A photogravure of the buildings at this corner is in CBFP, where the site is described as "one of the busiest corners in Chicago" and the first paved with Nicholzen blocks (1855).

The first brick building to be raised to the street grade, in 1857, was the Jennings building at the northeast corner of Dearborn and Randolph streets. A view in CIM (p. 108) and in CYT (p. 19) illustrates the condition of sidewalks on Clark street at that time. In 1861 the famous Tremont House, a five-story brick structure, was raised six feet to grade "without a crack in its walls." George M. Pullman was one of the contractors (HE).

The filling of the streets to the new grade had not been completed at the time of the great fire of 1871 and was brought to a conclusion largely with débris from the fire.

Height of Buildings

The necessary rebuilding after the fire, and the accelerated building program preceding the World's Columbian Exposition in 1893, were marked by many new departures in construction, including the erection of higher buildings than

architects had previously considered safe. In fact, before the fire the general height of the buildings in the business district was from four to six stories; after the fire six-story buildings became more common and buildings of seven and eight stories were erected. The first 10-story building was the Montauk (1882-1902), which was considered a skyscraper; it was followed shortly by the first 12-story building, the Mallers (1884-1920). The 21-story Masonic Temple, erected in 1892, was the marvel of its day.

The marked trend towards tall buildings in Chicago was viewed with alarm by some builders and architects.

"The recent tall building agitation," said one writer, "principally at Chicago, where the nature of the underlying strata appears to have given rise to some apprehension regarding the safety of lofty and correspondingly heavy structures, lends special interest to the appended figures. They give the heights in feet and number of stories of several of Chicago's noteworthy tall buildings:

| <i>Name of Building</i> | <i>Height</i> | <i>Stories</i> | <i>Architect</i> |
|---------------------------|---------------|-----------------------|--------------------|
| Rookery..... | 164 | 12 | Burnham and Root |
| Monadnock..... | 215 | 16 | Burnham and Root |
| Northern Hotel..... | 168 | 14 | Burnham and Root |
| Woman's Temple..... | ... | 13 | Burnham and Root |
| Masonic Temple..... | 254 | 20 | Burnham and Root |
| Ashland..... | ... | 16 | Burnham and Root |
| Home Insurance..... | ... | 11 | Jenney and Mundie |
| Manhattan..... | 210 | 16 | Jenney and Mundie |
| Fair..... | 241 | 17 | Jenney and Mundie |
| Owings..... | 160 | 13 | Cobb and Frost |
| Cook County Abstract..... | 211 | 16 | Henry Ives Cobb |
| Athletic Association..... | 146 | 10 | Henry Ives Cobb |
| Tacoma..... | 165 | 13 | Holabird and Roche |
| Pontiac..... | 174 | 14 | Holabird and Roche |
| Caxton..... | 150 | 12 | Holabird and Roche |
| Venetian..... | 180 | 13 | Holabird and Roche |
| Unity..... | 210 | 17 | Clinton J. Warren |
| Auditorium..... | 210 | 10 Main 19 Tower } | Adler & Sullivan" |

Evolution of Buildings Before the Fire

First Frame Buildings

The earliest non-residential buildings in Chicago were of frame construction. One of these, the Eagle Exchange Tavern, built in 1829 by Mark Beaubien, was enlarged in 1831 to form the Sauganash Hotel, which may be regarded as the first commercial structure in the settlement. At this date, Chicago was a village of only twelve houses.

Another early frame building was Hogan's Store at the corner of W. Lake street and N. Wacker drive. One corner of this store served as headquarters for the first postmaster, appointed on March 31, 1831. In 1834 the postoffice was moved to the corner of N. Franklin street and W. Wacker drive, and again in 1837 to the Bigelow Building on N. Clark street between W. Lake street and W. Wacker drive. A further move took the postoffice to the Saloon building, a three-story structure at the southeast corner of N. Clark and W. Lake streets, after which it was located in various buildings until 1855.

When Chicago received its charter as a village in 1833, Lake street was the main street of the town; in this same year the first Tremont House was erected at the northwest corner of Dearborn and Lake streets. The first store building on Lake street, a two-story frame structure, was built in 1834 by Thomas Church. The first Court House followed in 1835 and the City Hotel, later the Sherman House, in 1837. From 1837 to 1842 the first City Hall was located in the Saloon building, previously mentioned. All of these early Chicago landmarks were of frame construction.

Balloon Construction

The first major improvement in building practice of the many for which Chicago may claim credit was the balloon construction of frame buildings, invented by George Washington Snow. Although a discussion of this type of construction is out of place in a history of the development of commercial buildings, the invention was of great practical significance.

First Brick Buildings

The first brick building in Chicago was built in 1837 on the site of the present 30 N. LaSalle Street building. Ten years later the first brick building on Randolph street was built by Abram Gale. This four-story structure was demolished in the summer of 1871 for a new building designed by John M. Van Osdel, the city's first architect. It was completed in time to be burned in the Great Fire.

After about 1845, brick began to replace wood in the construction of walls, although for many years, even after the fire of 1871, wood continued to be used for the floor framing of buildings in the central business district. The dramatic

burning of the Grannis Block (1881-1885) emphasized the vulnerability of this type of construction, and after that date few such buildings were erected in the business district.

Athenian Marble

Lemont limestone, called "Athenian marble," came into use in the early fifties. Approved construction practice was to face the brick walls of the more pretentious buildings with limestone veneer; floor construction remained of wood. Twin Lemont stone buildings were built in 1856 for George Smith and the Burleys by Van Osdel, at the southwest corner of N. LaSalle and W. Lake streets. Some thirty or forty "marble front" buildings, all six stories high, were erected on State street in 1869 and 1870.

Cast-Iron Fronts

Another vogue in construction, popular in Chicago from 1855 to 1870, was the use of cast iron for the entire fronts of buildings. Among the first buildings of this type was the Lloyd Block at N. Wells and W. Randolph streets. A block of buildings with cast-iron fronts was started in 1856 on E. Lake street by Van Osdel. Five stories and one basement in height, this block extended from N. State street eastward toward N. Wabash avenue. A photogravure is in CBFP. Other examples of this type of construction were Frederick Tuttle's building at the northeast corner of N. State and E. Lake streets, which with four other buildings had a frontage of 136 feet. On the opposite side of E. Lake street the iron fronts extended eastward 135½ feet from the City Hotel. Lining both sides of Lake street, they gave the appearance of single buildings. A writer of the period declared that "in the late fifties this block was the finest architecturally in the city, with scarcely a rival on the continent."* Two views of E. Lake street, as it appeared in 1860, are in CIJ. A few more buildings with cast-iron fronts were constructed after the great fire; one of them, the U. S. Express Company building, still stands at 58-60 W. Washington street.

First Attempts at Fireproof Construction

With all the early types of construction which have been described, fires were not unusual; and their results were disastrous. The inadequacies of the Chicago fire department of the period, as well as the inflammable construction, were no doubt responsible for some of these losses. The first serious attempt to build a structure that would not succumb to fire was made in the erection of the U. S. Post Office and Custom House in 1855. Heavy walls were used, but the wrought-iron beams were not fully encased in masonry and were unable to resist successfully the great fire of October 9, 1871.

* HE, and CIM (illustrated), p. 362.

The Great Fire and Fireproof Construction

History of the Fire

The great fire of Chicago, which began in a barn at the rear of 558 S. De-Koven street at about 8:45 p.m. Sunday, October 8, 1871, had been preceded by a large fire during the night before. The earlier conflagration had burned the four blocks east of S. Clinton street to the Chicago river and between W. Adams and W. Van Buren streets in a north and south direction. The weather had been extremely dry, giving rise to many earlier fires, and after the Saturday night disaster the firemen were exhausted from their efforts. It would have been difficult to select a worse time to combat the colossal fire in which \$192,000,000 of property was burned—30 per cent of the total Chicago property value of that date. The population of the city was then 334,270.

The great fire crossed the river at midnight Sunday and by 3:20 a.m. on Monday it had reached the Water Works at E. Chicago and N. Michigan avenues, a distance of about $2\frac{1}{4}$ miles from the point of origin.

Buildings in the business district destroyed in this disaster were in general from four to six stories in height. Brick walls of the more pretentious buildings were faced with limestone veneer, but their floor and interior construction was of wood. The fire leveled them to a few feet above the street grade. In all, about 18,000 buildings were destroyed.

Andreas' History of Chicago contains a detailed history of the fire, with illustrations and a map of the burned district. The History of the Great Conflagration includes a brief history of Chicago prior to the fire, statistics on the city's business and its population at the time of the disaster, a list and map showing the principal buildings destroyed, illustrations and anecdotes of the fire, and a report of the investigation that followed.

Buildings That Survived the Fire

The frame residence of Mahlon D. Ogden, built in 1837, which stood alone in the block south of W. Oak street and east of N. Clark street, was one of the few buildings not burned in the great fire. The block where the Ogden house stood is now occupied by the Newberry Library.

Because of its isolated location the Lind Block also escaped the fire, and the Nixon building, under construction, was not seriously damaged.

First Brick Building After the Fire

After a disaster of such magnitude, a delay in rebuilding might have been expected, but the first brick structure after the fire, Central Union Block 1, at the northwest corner of N. Wacker drive and W. Madison street, was erected swiftly. In fact, it was completed for occupancy by December 16, 1871.



Courtesy of Peter Fish Studios

FIG. 2. LIND BLOCK, 1852

Fireproof Construction

The principal lesson of the great fire of 1871 was that brick or stone walls, alone, are not sufficient to prevent destruction by fire. The Nixon building (1871-1889) of "fire-resistive construction" was "so little damaged by the fire that it was finished one week later." However, its good fortune may not have been due entirely to its superior construction.

One incident of the great fire left its mark on subsequent building construction. At the time, Van Osdel was superintending the construction of the new Palmer House. As the fire approached, he gathered his plans and record books, took them to the basement, dug a pit, and placed the documents in it. He covered the pit with two feet of sand and a thick layer of damp clay. The records survived the fire, and suggested a method of fireproofing with clay tile that is still used; this procedure was adopted in the construction of the Kendall building (1873-1940), which was considered the first fireproof structure in Chicago. In this building, hollow tile floor arches were used for the first time. The first flat tile arches were used in the Montauk building (1882-1902).

An amendment to the Chicago building ordinance passed in December, 1886, provided that new buildings more than 90 feet high must be of incombustible material, except the trim and flooring, which must rest upon concrete or incombustible material.

The Development of Skeleton Construction

The Rebuilding of Chicago

Chicago's swift recovery from the disastrous fire of 1871 involved construction on an unprecedented scale; the total for new buildings erected from the date of the fire to January 1, 1890, amounted to \$257,215,779. In 1890 alone new buildings erected in the city cost \$59,000,000, the largest amount for one year to that date; the frontage of these buildings going up in one year was 50½ miles. The following tabulation of the total amount of building work in Chicago from the great fire up to 1890 is from a report of John M. Dunphy, Building Commissioner:

| | |
|--------------------------------------|----------------|
| From Fire to Jan. 1, 1877..... | \$49,239,000 |
| Jan. 1, 1877 to Jan. 1, 1889..... | 176,460,779 |
| For the Year 1889..... | 31,516,000 |
| Total from Fire to Jan. 1, 1890..... | \$257,215,779* |

Buildings required in order to replace structures destroyed in the great fire, plus the added stimulus of Chicago's rapid growth, made the two decades after the fire an outstanding era in building construction. Advancements during this period entitled Chicago to its position of leadership in building construction in this country. "The construction of enormously high office buildings," said a writer in the *Engineering News* in 1895, "with frameworks of iron and steel carrying the exterior and interior walls and partitions, has become an established feature in nearly all large American cities. This style of construction originated in Chicago, in its practical application, at least, and that city has at the present time more buildings of steel skeleton type than have all other American cities together."

Skeleton Construction

Chicago is the birthplace of modern skeleton construction, a term applying to all buildings in which all external and internal loads are transmitted to the foundation by a skeleton or framework of metal or reinforced concrete, either separately or in combination.

A skyscraper is not necessarily of skeleton construction. The first skyscrapers, it is said, were built in what is now Edinburgh, as early as 200 B.C.; some of these buildings were 10 to 12 stories high in front and 14 to 15 stories in the rear. There are also records of houses of 10 stories in Tyre and Jerusalem. Athens had a law limiting the height of buildings to 10 stories, and the Emperor Constantine limited construction height to 100 feet in Constantinople.

* Additional data may be found for 1888 in Eng. Rec., Jan. 5, 1889; for 1864-70 and 1877-85 in HCA, Vol. III; and for 1881-91 in CGS, p. 104.

Chicago's claim to the origin of modern skeleton construction lies in the fact that plans prepared in 1883 by William Le Baron Jenney, architect, for a 10-story office building for the Home Insurance Company involved the first clear conception of skeleton construction, although the party walls of this structure helped to support the floors. Not until 1889 was a building of this type erected in New York City—the Tower building at 50 Broadway, 10 stories high, which was wrecked in 1914.

In the opinion of Major Jenney, skeleton construction was not a sudden invention, but rather a gradual evolution from old forms of construction. Jenney's partner, Mundie, has recorded that Jenney got his first ideas along this line when as a youth he spent three months in Manila, on a voyage in one of his father's New Bedford whaling ships. The Filipinos used trees as columns and lighter cuts of wood for lateral and diagonal braces, floor supports and partitions, binding them all together at the intersections with thongs and pegs. Baked mud or clay was used for floors and roof coverings. These buildings survived typhoons and earthquakes with slight damage.

Many of the necessary preliminary steps toward skeleton construction had been taken in England and on the continent of Europe. Smeaton used cast-iron beams for the first time in 1775, and in 1801 Boulton and Watt designed a cotton mill of seven stories at Manchester, England, which was the first instance of the successful use of cast-iron beams and columns in a building. The structure also had brick floor arches and floor framing, still typical of wall-bearing construction. Tests of cast-iron beams were made from 1820 to 1830 by Tredgold, Fairbairn, and Hodgkinson, in an effort to determine more economical shapes and design formulas permitting the use of longer spans.

Fairbairn, in *Application of Cast and Wrought Iron to Building Purposes* (1854), reports a series of experiments on the strength of wrought-iron beams conducted in 1845 in connection with the proposed Conway and Britannia Tubular Bridges. He proposes their use for buildings, and in a footnote, written later, states that he had introduced their use in the form of plate-girders in a five-story building at Wolverhampton.

It is less than a hundred years since the first successful attempt to analyze the stresses in a framed structure.* The first wrought-iron beams were rolled in Europe in 1850, and in 1851 the Crystal Palace, London, was built of cast iron and wrought iron. In the United States the first wrought-iron beams were rolled in 1854.

In December, 1884, while the Home Insurance building designed by Jenney was under construction, Frederick Baumann, architect and author of *Methods of Isolated Piers* (1873), published a three-page leaflet entitled *Improvement in the Construction of Tall Buildings*. "Occupants seek convenience, *secureness* and

* A Work on Bridge Building., by S. Whipple, C. E., Utica, N. Y., 1847, followed by General Theory of Bridge Construction . . ., by Gen. Herman Haupt, A.M., Civil Engineer, copyright 1851, Appleton & Co.

light," he stated, "all this, of course, combined with a shine of elegance." To achieve these desirable ends he advocated *My Concealed Iron Construction of Tall Buildings*, citing twenty-one properties and arguments in favor of such construction, among them speed and economy of construction, stiffness, and "LIGHT—the most indispensable desideratum with a building is procured even in the lowest, most valuable stories, where otherwise the necessarily broad piers would be a hinderment."

Among the Chicago buildings that exemplify the transition to skeleton construction was the Leiter building, 200–08 W. Monroe street, built in 1879 and characterized by a definite trend from wall-bearing to skeleton construction. Another distinct advance in design was the Montauk Block (1882–1902), considered the first tall building or skyscraper in Chicago. The Home Insurance Building, in addition to embodying the first true skeleton construction, was also noteworthy because in it the first substitution of Bessemer steel rolled-beams for wrought-iron beams was made.

The Tacoma building (1889–1929) had street walls of skeleton construction but two interior load-bearing walls in addition to the required party walls; in its construction a few steel beams were used. The Manhattan building, at 431



Courtesy of Chicago Historical Society

FIG. 3. FEDERAL BUILDING, 1855

S. Dearborn street, built in 1890, is of true skeleton construction, still using wrought iron; the Rand McNally building (1890-1911) was the first of all-steel construction. In 1890, Corydon T. Purdy declared, "The use of cast columns in 16-20-story buildings ought to be prohibited by law."

The New York Life building at 39 S. LaSalle street, built in 1894, is the first building in which the walls were not built from the ground up, but were begun at several floors.

Eiffel Tower

A striking contemporary of the development in Chicago of skeleton construction was the Eiffel Tower, 300 meters (984 feet) in height, completed in 1889 for the Paris Exposition of that year. Of wrought-iron construction, this structure was for several decades unrivaled in height. A similar tower, proposed and designed by George S. Morrison, noted bridge engineer, for the World's Columbian Exposition, was to have been about 1050 feet high. Another tower of this type was designed by Frank A. Randall for the Century of Progress Exposition—plans called for a height of 2,063 feet to the center of its beacon, and a base 420 feet square.

Elevators

Obviously the high buildings now characteristic of American architecture could not have been developed without similar progress in elevator design. By the middle fifties steam-powered grain elevators were in use, and in 1857 the first passenger elevator, operated by steam, was installed in New York City. Chicago had a steam elevator in 1864 in the Charles B. Farwell store at 171-75 N. Wabash avenue. In 1870 C. W. Baldwin of Chicago invented and installed the first hydraulic elevator in a store building for Burley & Company on W. Lake street. This invention was the first practical elevator, and the passenger elevator of this type came into general use in 1877. It was almost universally used until several years after the first successful electric elevator appeared in 1887.

Party Walls

As stronger walls were required, Chicago became a city of party walls. A building ordinance requiring structures to be wall-bearing was in effect when the first building of skeleton construction, the Home Insurance building, was erected in 1884-85, and also when the first all-steel skeleton building, the Rand McNally, went up in 1890. In the same year the Manhattan building was erected of true skeleton construction, with no party walls, by carrying its north and south walls on cantilevers. The trend toward heavy wall construction reached its peak in the north half of the Monadnock block, built in 1891, the highest and heaviest wall-bearing building.

Steel Columns

In the 16-story Manhattan building (1890) cast-iron columns were used, steel being said to be too expensive; the 16-story Unity building (1892) was one of the last tall buildings to be constructed with cast-iron columns. The Rand McNally (1890), the Caxton (1890), and the Reliance (1890) buildings used steel columns. The Newberry Library building (1892) was the first in which the Larimer steel column was used.

Wind Bracing

Wind bracing was recognized as a necessity for the first time in the Manhattan building (1890), which was also the first 16-story building to be built in Chicago. In the north half of the Monadnock (1891), the first attempt was made at a portal system of wind bracing. The first use of knee bracing, an adaptation of the portal system which has since become popular, was in the Isabella building (1892).

Some Tall Chicago Buildings

Chicago's leadership in the early construction of tall buildings has already been discussed. After the era of steel had arrived in the nineties and the first concrete caissons had been built, buildings rose to even greater heights. This trend, however, was retarded in the decade following 1893, because of the financial depression and the reaction to the accelerated building preceding the World's Columbian Exposition.

The Masonic Temple (1892-1939), the tallest building of its day, was not equaled in height until 1905, when the Majestic went up, and was not surpassed until 1909, when the 22-story LaSalle and Blackstone hotels were built. In 1914, the 60-story Woolworth building in New York was constructed. Its height was not exceeded for 15 years, and Chicago never regained the record for height of buildings.

However, notable tall structures have been built during this period in Chicago. The Chicago Temple (1923) is 21 stories high, with an 8-story spire; the Continental Companies building (1924) is 21 stories high, with a 9-story tower. In 1926 the Pure Oil building was built with 24 stories and a 17-story tower; the Bankers building erected in 1927 is 41 stories high; and the Mather Tower building reaches a height of 24 stories, with an 18-story tower. The Civic Opera and Medinah Club buildings, both constructed in 1929, are 45 stories high, and One LaSalle (1930) is 49 stories high. The highest point on a Chicago building is the tip of the statue of Ceres on the Board of Trade building (1930). It is 605 feet above street level.

Corrosion of Structural Iron and Steel

An investigation of the older buildings in Chicago, conducted in 1902, was made "to determine whether or not there is a basis for the alarming reports regarding the corrosion of structural iron in buildings, which have been

published so generally throughout the country." Representatives of D. H. Burnham & Company, Jenney & Mundie, and Holabird & Roche, architects; George A. Fuller Company, and the American Bridge Company, contractors; and E. C. & R. M. Shankland, Ritter & Mott, and Purdy & Henderson, engineers, made inspections of the following buildings: Home Insurance (1885-1931), Rand McNally (1890-1911), Caxton (1890), Great Northern Hotel (1892-1940), Masonic Temple (1892-1939), Venetian (1892), and Ellsworth (1892).

The committee reported that "although the most exposed places were looked for, not one single dangerous case was found, and except where water itself had evidently come in contact with the metal, the only traces of rust found were slight, and in all probability were due to initial conditions.

"All the first buildings constructed with steel frame will endure indefinitely," they concluded, "if reasonable care is exercised to protect the structural material from water. It is true that in those days little care was taken to protect the metal from corrosion as compared with the care ordinarily taken in these days; but in spite of that fact the metal work in these structures is in an excellent condition. The almost perfect appearance of the metal shows clearly that the ordinary hard terra cotta fire proofing used in covering the columns has protected them from rust wonderfully well, and that the concrete around the grillage beams has likewise served its purpose in a perfectly satisfactory manner."

Examinations of the steel work of the Home Insurance, Great Northern, and Masonic Temple buildings, made at the time of their demolition, have confirmed the conclusions of this investigating committee.

Reinforced Concrete

In the gradual development of building construction in the United States, cast iron gave way to wrought iron and wrought iron to steel. However, by 1890 another structural material—concrete—was coming into use.

The first concrete building in the United States is the Milton House (Milton, Wis.), erected by Joseph Goodrich in 1844. This structure involved the use of "cement, sand, broken stone and gravel in a wet mixture and tamping it into forms to construct the walls." Goodrich wanted a building proof against attack and incendiarism by the Indians, and to this end used Portland cement from England, probably in a lean mix in view of the excessive cost of the cement and the long wagon haul from New York. The main two-story building, 42 feet by 90 feet, has a hexagonal three-story unit at one end, each face of the hexagon having a horizontal dimension of 24 feet. This building was reported to be in almost perfect condition in 1940, but on April 30, 1948, an outer wall and a portion of the roof crumbled. The collapse continued on the next day as the remainder of the roof of the 200-foot wing fell in. The occupants were not seriously injured. The building was a one-time station in the underground railway for fleeing slaves. (The Chicago Tribune, May 2, 1948.)

Tests of "beton" slabs reinforced with $\frac{5}{16}$ -inch rods, and of beams reinforced with 4-inch I-beams weighing 10 pounds per foot, were made in 1871 and 1872 by W. E. Ward, who was seeking fireproof construction for the pretentious dwelling he built near Fort Chester, N. Y., in 1875. "Not only the external and internal walls, cornices and towers, but all the beams, floors and roofs, were exclusively made of beton, reinforced with light iron beams and rods. Furthermore, all the closets, stairs, balconies and porticoes, with their supporting columns, were molded from the same material. The only wood in the whole structure was in the window-sashes and doors with their frames, mop-boards and stair-rails."*

At first reinforced concrete was used more generally in Europe, chiefly in building and highway work. Of several patented systems, some were introduced into this country in a limited way. At the end of the century Considère was making his experiments in France, and a few years later tests were under way at the University of Illinois, the University of Wisconsin, Purdue, and other engineering schools. The use of reinforced concrete in building work, both in conjunction with structural steel and independently in wall-bearing and skeleton construction, then began to be widespread. This advancement in construction was not, however, without its opponents. An editorial entitled "The Concrete Danger," published in 1903,† carries this sweeping conclusion: "We have yet to see any system of concrete floor or column construction which in our judgment is fit to be trusted in any building."

Chicago gained early preeminence in reinforced concrete construction; among its first buildings of this type are the Winton (1904), Plamondon (1906), Montgomery Ward & Company (1907), Bauer & Black (1908), and Studebaker (1910). "A survey recently completed [1928] by the Portland Cement Association," stated a writer in *The Engineering News Record*, "shows that there are 647 reinforced concrete buildings over ten stories high in this country, with an average number of stories of 11.9. . . . The tallest concrete building in the United States is the recently completed Master Printers Building, New York City, which has twenty stories and an overall height of 310 feet. Illinois is the leader among states in construction of tall concrete buildings with a total of 110; California is second with 67; Texas is third with 57; and New York fourth with 47."

* Transactions of the American Society of Mechanical Engineers, IV, 388; illustrated.

† *Engineering News-Record*, June, 1903.

The Development of Foundations

Isolated Footings

Interesting information and sound advice on the construction of foundations were published in 1873 by Frederick Baumann, an architect with twenty years of practice at that date. As is often the case with improved techniques, Baumann's recommendations for locating and proportioning the size of footings were not followed by all builders; indeed, his suggested practice is ignored by some to this day.

In his 30-page pamphlet entitled *The Art of Preparing Foundations for all Kinds of Buildings with particular Illustrations of the "Method of Isolated Piers," as followed in Chicago*, Baumann says modestly in his preface: "The literature upon any subject pertaining to construction of buildings being meager in our country, I venture to advance my limited experience and observation on the matter of foundations, with a hope of inviting better minds to similar and more comprehensive productions."

His fundamental rules represented a great advance in foundation practice, though some of his observations seem outmoded to present-day technicians.

"Concrete work, at best, is random work," Baumann wrote, "that may and may not do good service. Upon hard and practically incompressible ground it is superfluous, as a matter of course. Upon compressible ground it will, under all circumstances, accommodate itself to the deflections of the ground caused by superincumbent loads, and thus may, if circumstances concur, be of positive and very serious damage to the structure under the law of convex deflections as before demonstrated."

And, again, "The Chicago material for bases is: Dimension stone, hard lime rock, of most [*sic*] any dimensions, from eight to twenty inches thick, and with even beds. There can be no better material in the whole world than this dimension stone."

The Borden Block (1880-1916) is said to be the first building built on isolated footings.

Shallow Footings

The first isolated footings, of dimension stone as recommended by Baumann, were pyramidal in form. The Montauk Block (1882-1902) was the first building in which a grillage of iron rails was used to reduce the volume of the footings. But in erecting later buildings, architects still followed the practice of using pyramidal footings of stone. The Calumet building (1884-1913) and the Royal Insurance building (1885-1920) designed by Burnham and Root, and the Insurance Exchange building (1885) designed by W. W. Boyington, are typical examples. By 1886, however, the former firm seems to have abandoned the use of pyramidal footings; in the Rookery building (1886) and the Rialto building (1886-1940) not only rails for grillage were used, but also combinations of layers of rails and iron beams.

Wood Piles

Although wood piles had been used at an early date in the foundations of grain elevators along the Chicago river, their first use under a building wall did not come until 1883, when they were driven under the river wall of the Hiram Sibley & Company Warehouse, 315-31 N. Clark street. From the records of the pile contractors, Fitzsimons & Connell, it appears that three rows were driven with the piles spaced three feet on centers along the wall. The oak piles were 30 feet long, with the cutoff about one foot above Chicago City Datum. Hydrographs show that the tops of these piles were then below the water level.

Apparently this use of piles did not bring them into immediate favor; no further record of their use is noted until the construction of the Grand Central Station (1890), followed by the Garrick building (1892), Illinois Central Station (1892), Newberry Library (1892), and Medinah Building (1893). Load tests were made prior to the construction of the foundations of the Chicago Public Library, and 50-foot piles were used. Piles of the same length, driven to hardpan, were used in the construction of the Federal building, and from that time on their use became popular.

Caissons

The first "Chicago" caissons, or cylindrical concrete piers extending to either hardpan or bedrock, were used under the west party wall of the Chicago Stock Exchange, 30 N. LaSalle street, completed in 1894. The Herald building adjoined the Stock Exchange on the west, and it was feared that the driving of piles would cause disturbance of the Herald presses. General William Sooy Smith, who had designed the first pneumatic caisson sunk in this country, solved the party-wall problem by the use of open wells to hardpan, filled with concrete.

The first use of caissons as the foundation of an entire building was in the construction of the eleven-story Methodist Book Concern (1899), at 12-14 W. Washington street. In the Electric building (1903-1927), 28 N. Wackerdrive, steel cylinders were used for forms in the lower part of the caissons.

Thereafter the use of caissons became general, especially for the higher buildings. Because of the comparatively low load-carrying capacity of the upper soil strata, the use of spread footings had limited the heights to which buildings could be constructed. The spread footings of the 16-story Monadnock Block, for example, projected as much as 11 feet beyond the building lines into the streets surrounding the building. Lighter buildings could be built a few stories higher. Piles permitted the construction of higher buildings, but the use of caissons to rock has fulfilled all requirements as to load-carrying capacity.

Land Use in the Central Business District

The following information is compiled from data in Land Use in Chicago (Vol. II, 1943), the report of a survey directed by the Chicago Plan Commission. This survey is divided along section lines, and the following areas include the buildings covered by this study.

SQUARE MILE AREAS

Boundaries

*Square Mile
No.*

*(page no.
in report)*

| | <i>North</i> | <i>West</i> | <i>South</i> | <i>East</i> |
|----------|-----------------|----------------|------------------|---------------|
| 156..... | W. North ave. | N. Halsted st. | W. Chicago ave. | N. State st. |
| 158..... | E. North ave. | N. State st. | E. Chicago ave. | Lake Michigan |
| 174..... | W. Chicago ave. | N. Halsted st. | W. Madison st. | N. State st. |
| 176..... | E. Chicago ave. | N. State st. | E. Madison st. | Lake Michigan |
| 192..... | W. Madison st. | S. Halsted st. | W. Roosevelt rd. | S. State st. |
| 194..... | E. Madison st. | S. State st. | E. Roosevelt rd. | Lake Michigan |

LAND USE BY SQUARE MILE AREAS (IN SQUARE FEET)

| Area No. | Residential | Business | Commercial | Railroad | Vacant | Public | Total |
|----------|----------------------|----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|
| 156 | 6,781,739 (24.5%) | 2,832,541 (10.2%) | 4,011,268 (14.4%) | 514,256 (1.9%) | 2,598,356 (9.4%) | 10,985,240 (39.6%) | 27,723,400 |
| 158 | 2,320,611 (24.8%) | 595,509 (6.4%) | 486,878 (5.2%) | 0 (0%) | 678,010 (7.3%) | 5,250,727 (56.3%) | 9,331,735 |
| 174 | 638,917 (2.3%) | 834,289 (3.0%) | 8,173,591 (29.2%) | 4,171,688 (14.9%) | 2,122,404 (7.5%) | 12,067,404 (43.1%) | 28,008,293 |
| 176 | 459,899 (2.1%) | 230,340 (1.5%) | 5,164,132 (22.7%) | 4,357,492 (19.2%) | 1,503,852 (6.7%) | 10,826,938 (47.8%) | 22,542,653 |
| 192 | 442,921 (1.6%) | 612,922 (2.2%) | 7,554,887 (26.6%) | 6,494,606 (22.9%) | 2,867,508 (10.0%) | 10,448,471 (36.7%) | 28,421,315 |
| 194 | 6,539 (0.2%) | 226,735 (1.4%) | 2,317,452 (14.4%) | 1,342,914 (8.3%) | 368,971 (2.3%) | 11,773,837 (73.4%) | 16,036,448 |
| Total | 10,650,626 (8.1%) | 5,332,336 (4.0%) | 27,708,208 (21.0%) | 16,880,956 (12.8%) | 10,139,101 (7.7%) | 61,352,617 (46.4%) | 132,063,844 (100%) |

In the preceding table the land uses are segregated in the following way. *Residential* use includes single family (detached and attached), two-family, three- and four-family, and apartment buildings without business uses. *Business* use includes apartment buildings with business use, and business buildings

and dwelling units. *Commercial* use includes commercial, commercial and industrial (mixed), and industrial. *Railroad* use includes no other use. *Vacant* use includes parking and used-car lots, other temporary business, and entirely vacant lots. *Public* use includes parks and playgrounds, cemeteries, other public and institutional buildings, streets and alleys, and waterways.

Eliminating the areas of railroad and public use, the totals for the above six square mile areas are as follows:

| | | |
|-----------------------|--------------------|-------|
| Residential use | 10,650,626 sq. ft. | 19.8% |
| Business use..... | 5,332,336 | 9.9 |
| Commercial use | 27,708,208 | 51.5 |
| Vacant use..... | 10,139,101 | 18.8 |
| | <hr/> | <hr/> |
| | 53,830,271 sq. ft. | 100% |

Cost of Construction

Construction and building cost indexes, from 1913 through 1944, are in ENR for April 5, 1945, p. 113, with an explanation of the basis of each index.

The American Appraisal Company Construction Cost Trend Index (1913 = 100) for Chicago is shown in the same issue (p. 110), from 1914 through 1944.

Yearly indexes of building costs, industrial frame type (Eastern cities), of the American Appraisal Company from 1852 through 1930 are in *The Evolving House, The Economics of Shelter* (Vol. II, Table W, p. 569), published by the Technology Press, Massachusetts Institute of Technology, 1934. In the same volume (chart 50, p. 280) is shown the Cost of Housing, per family, for the building only, by decades from 1800 through 1930.

The Boeckh Index of Building Costs (U. S. average, 1926-1929 = 100) for the Chicago area is given in the following publications:

1926-29, 1939 to 1944, both inclusive—ENR for April 5, 1945, p. 120

1926-29, 1935 to 1939, both inclusive—ENR for June 20, 1940, p. 102

Van Osdel says the purchasing value of a dollar was three times as great in 1844 as in 1883. In the latter 1880's his records show the cost of commercial buildings as about five to six cents per cubic foot and the cost of the Grace Hotel, still standing, as four cents per cubic foot.

Building costs doubled from 1913 to 1926, after World War I. Though not stabilized (1948), building costs have again doubled, following World War II. In the appendix is given the dollar value of the yearly amounts of building construction from 1854 through 1948, with the cost index for each year and the physical volume adjusted both by the cost indexes and by population (both taken as 100 for the year 1913). The highest cost index was reached in October, 1948. In 1948 the volume of building construction was 36.1 per cent of that of 1913, and 23.3 per cent of that of 1913 when the relative populations are taken into account. The relative amount of residential construction in the city is in about the same ratio (see Appendix).

EARLY CHICAGO BUILDERS

A history of the evolution of building construction would be incomplete without added mention of some of the individuals who were prominent in the Chicago scene. John M. Van Osdel, Chicago's first architect, was first a carpenter; his last building was the Monon, 1890, the first 13-story building. Gurdon P. Randall was an architect by training; "down to Burnham's day he had developed the largest clientele anyone had attained outside of Chicago" (HE), and he was the first signer of the published architects' code that antedated the organization of the American Institute of Architects. Major William LeBaron Jenney, an engineer by training, is credited with the most important step in the evolution of skeleton construction, and was architect of the Manhattan, the first 16-story building in the world of true skeleton construction. Gen. William Sooy Smith, engineer, was the originator of the Chicago caisson. Charles Louis Strobel, engineer, was the originator of the steel Pocket Companion and of standard rolled sections. Daniel Hudson Burnham, famous for his work on the World's Columbian Exposition and the Chicago Plan, extended his practice over the nation. William Holabird was active as an architect in Chicago for half a century, and his firm took a prominent part in the development of tall building construction. Louis Henry Sullivan was famous for the Auditorium and his distinctive architecture. Louis E. Ritter, Corydon T. Purdy, and E. C. and R. M. Shankland were engineers responsible for a great part of the development in steel construction and improved foundation design.

JOHN MILLS VAN OSDEL (1811-1891), Chicago's first architect, as a young man was a carpenter, which then meant that he was an architect as well; and at the age of 22 he published a book on carpentry. He arrived in Chicago from New York City in June 1837.

Passing from the landing toward Mr. Ogden's office on Kinzie Street, he noticed a block of three buildings, three stories high, the fronts of which had fallen outward, and laid [*sic*] prone upon the street . . . the frost of the preceding winter had penetrated to a great depth below the foundations, and the buildings having a south front, the sun acting upon the frozen quicksand under the south half of the block rendered it incapable of sustaining the weight of the building. At the same time, the rear or north part of the block, being in shadow, the frozen ground thawed gradually, and continued to support the weight resting on it. . . . The front settled fourteen inches more than the rear, making all floors fourteen inches out of level from front to rear. This movement pressed the upper part of the front wall outward beyond its center of gravity and it fell to the ground.

In 1837 there were not more than one thousand buildings in Chicago. About twenty of these were brick structures. . . . Mr. [George W.] Snow was the inventor of the balloon frame method of constructing wooden buildings (IA, 1883, *Recollections of John M. Van Osdel*).

Van Osdel returned to New York in 1840, where for a year he edited the building department of the *American Mechanic*, later the *Scientific American*.

In 1841 he returned to Chicago and became the first architect to practice in Chicago or in the west.

In the winter of 1844 when builders were their own architects, some leading builders proposed to me that I open an architect's office, pledging themselves not to make any drawings or construct any building of importance without a plan. With this promise, I undertook to do so, and opened an office on Clark Street between the City Hall and the Post Office, occupying the site of the present Sherman House. No one had ever used an architect and it was difficult to convince the owners of the necessity of such a branch of the building business.

In 1844 Chicago had a population of 8,000, and it is reported that 800 buildings were erected in that year.

In 1848 Van Osdel was commissioned to build the two-story City Hall and Market in the middle of what is now N. State street, facing W. Randolph street, a view is in CYT, p. 12, and in CIM, p. 227.

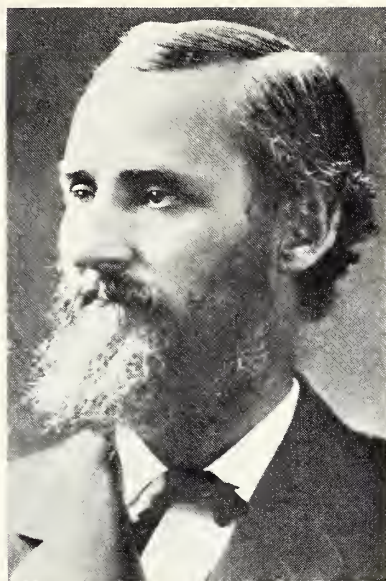
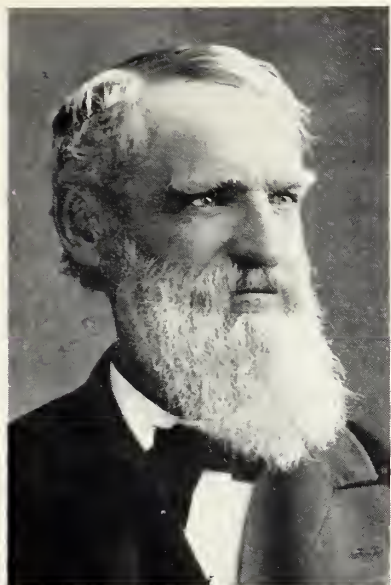
Two of the first large steamers in Chicago were constructed by him. He also designed grain elevators, among them the first to be erected in Chicago. For two years he was in the iron foundry business.

Van Osdel's original books of account, in three volumes, are preserved in the archives of the Chicago Historical Society. These books cover his work from 1856 until his death in 1891. A double page is assigned to each building. Contracts were awarded by trades, and the names of the contractors are given together with the amount of each contract and the amounts of the individual payments made on each contract as the work progressed. General contracts were let for a few buildings, chiefly residences or small work.

On the inside cover of the book he opened in 1856 is pasted a printed copy of an undated agreement signed by the following architects in order: G. P. Randall, P. A. Nicholson, Robert Schmid, A. Bauer, Edward Burling, John M. Van Osdel, O. S. Kinney, O. L. Wheelock, W. W. Boyington, T. V. Wadskier, and A. Carter. Fees for various kinds of work are enumerated. For a record of their early days and their coming to Chicago, reference is made to *60 Years A Builder* (HE), by Henry Ericsson, who thus eulogizes them: "Indeed, the world, no less than Chicago, remains today under great obligation for what evolved from their trials, the struggles and the conquests of the men who signed the code of 1856. Some men's failures contributed as much or more than did other men's successes."

The method of calculating the safe floor loads is shown by an entry (Volume II, 1869-1886, page 219) as follows: "Safe loads for joists and timbers, being *one-third* of the breaking load, Trautwine's formula. Multiply the breadth by 150. Multiply this product by the square of the depth. Divide this product by the length (in feet)—gives the *center load*: Multiply center load by 2 for distributed load."

This is followed by two tables. The first table is the calculated safe loads per square foot of joists (spaced 12 inches on centers) from 2 inches by 6 inches in



*Courtesy of Chicago Historical Society
Courtesy of The Western Society of Engineers*

FIG. 4. PIONEER ARCHITECTS AND BUILDERS: JOHN M. VAN OSDEL,
GENERAL WILLIAM SOOY SMITH, AND WILLIAM LeBARON JENNEY

size to 3 inches by 16 inches and for spans varying from 10 feet to 28 feet for the deeper joists. The second table is the calculated "safe load distributed over the whole length" for girders from 8 inches by 12 inches in size to 14 inches by 16 inches and for lengths varying from 10 feet to 20 feet. The formula is for a unit stress of 1800 pounds per square inch, considerably higher than present permissible unit stresses for the kind of timber then used.

Van Osdel was a member of the original Board of Trustees of the University of Illinois and served from 1867 to 1873, during which time he built University Hall, the first building there. In his books of account, in the year 1872 is found the entry: "University at Champaign—Contractor—E. F. Gehlman—\$113,-954." After the Chicago Fire he established the new city grade, served as alderman, was on the building committee, and drafted and secured the passage of Chicago's first building code (HE). His photograph is in IC, Vol. I.

Van Osdel built a great many of the notable old buildings, including the Tremont and Palmer Hotels. His last work was the Monon building, the first modern building in the world to reach 13 stories, now wrecked on account of the Dearborn street subway which curves under this site into W. Congress street. A Quarter Century of Chicago Architecture—John M. Van Osdel, by Conrad Bryant Schaefer (in Burnham Library) describes and illustrates a portion of Van Osdel's work.

"GURDON P. RANDALL, one of the oldest of Chicago architects, died on the 20th ult. at his early home in Northfield, Vt., whither he had gone to regain his health, which had been failing for some time. The remains were brought to Chicago and interred at Roschill. Architect Randall commenced his studies in the office of Ashar Benjamin, of Boston, and at the age of thirty removed to Chicago, where, during a term of 34 years, he had become more widely known throughout the west than any other architect. His work was especially in the line of schoolhouses and churches and also court houses of which he built a large number, some in distant states. He was the first architect to build churches in the much favored and copied amphitheatre style, his originating this style in the Union Park Congregational Church in Chicago giving him a wide celebrity as a church architect. Beside [*sic*] being an architect of wide information and an honor to his profession, Mr. Randall was a man of sterling worth, his broad nature and genial temperament drawing to him friends wherever he went, and his upright character securing to him a reputation for honesty and integrity that was always beyond reproach. As an architect of the old school, always true to the principles of his art, and designing with a broad and positive expression, his works will long stand as examples of the thorough work of a thorough man. His upright life will cause him to be deeply mourned by his brother architects, with many of whom he was most intimate in the early days of Chicago. His intelligence and ability is a loss to the entire architectural profession" (IA, October, 1884; see also HE).



Courtesy of The Western Society of Engineers

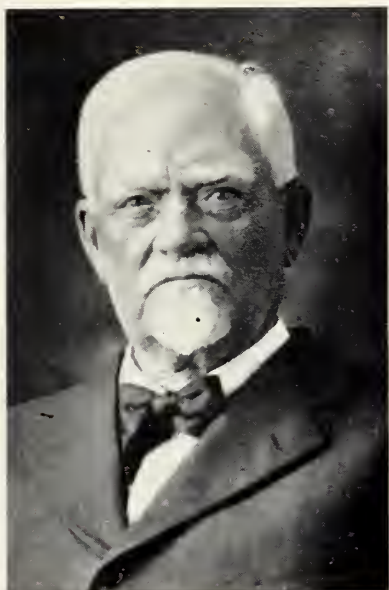
FIG. 5. DANIEL H. BURNHAM AND CHARLES LOUIS STROBEL

WILLIAM LE BARON JENNEY (1832–1907) came of an old Plymouth family and was educated at the Lawrence Scientific School and in Paris. He was engaged in engineering work with Wm. T. Sherman when the Civil War broke out; he served as captain under General Grant down to Vicksburg and then on the staff of General Sherman on his March to the Sea. He retired as major and in 1868 came to Chicago, at which time he opened his office as an architect. In 1869, with his partner, Sanford E. Loring, he published *Principles and Practice of Architecture* (46 plates), a copy of which is in the Burnham Library. From 1876 to 1880 he was Professor of Architecture at the University of Michigan. His photograph is in IC, Vol. 1. After three short partnerships and intervening periods when he practiced by himself, the partnership of Jenney & Mundie was formed in 1891. In 1905 this became Jenney, Mundie & Jensen until after the death of Mr. Jenney in 1907, when the firm became Mundie & Jensen until 1936; it was then Mundie, Jensen, Bourke & Havens until May 1, 1944, when the name of Mundie & Jensen was resumed. In 1946 Verne O. McClurg entered the firm, and the name became Mundie, Jensen & McClurg.

LE ROY S. BUFFINGTON, architect, of Minneapolis, claimed to be the inventor of skeleton construction under his Patent No. 383,170 dated May 22, 1888, but was unsuccessful in his patent suits. His "Design for 28-story Office Building—Iron Construction" is illustrated in IA (July, 1888) and in HSM.

WILLIAM SOOY SMITH (1830–1916) was educated at Athens, Ohio, and at West Point, which he entered in 1849. From 1854 to 1861 he was engaged in teaching and in bridge building. At the outbreak of the Civil War he was building a bridge across the Savannah River, but when Fort Sumter was fired on, he re-enlisted in the army. He resigned in 1864 on account of ill health. His next engineering work was in connection with the lighthouse at the western entrance to the Straits of Mackinac; there he designed the first pneumatic caisson to be sunk in this country, for which he received an award from the Centennial Exposition (WSE, January, 1917). He was the first also to use the Chicago method of caisson construction, under the west party wall of the Stock Exchange building at 30 N. LaSalle street.

CHARLES LOUIS STROBEL (1852–1936) was educated in the public schools of Cincinnati and graduated in 1873 from the Royal Institute of Stuttgart, Germany, with the degree of C. E. From 1874 to 1878 he was assistant to the Chief Engineer of the Cincinnati Southern Railway, in charge of bridge design. From 1878 to 1885 he was assistant to the president of the Keystone Bridge Company and from 1885 to 1893 its consulting engineer and agent in Chicago, as well as consulting engineer for Carnegie, Phipps & Company, Ltd., the Chicago, Milwaukee & St. Paul Railway Company, Burnham & Root, Adler & Sullivan, architects, and others. He designed standard sections for I-beams and channels and originated the Z-bar column, which was



Courtesy of The Western Society of Engineers
Courtesy of Williams & Meyer Company, Chicago, Illinois

FIG. 6. WILLIAM HOLABIRD, LOUIS HENRY SULLIVAN, JOHN WELLBORN ROOT, AND RICHARD E. SCHMIDT

first used on the Kansas City bridge of the C. M. & St. P. R. R. in 1886 and which was first used in a building in Cleveland, Ohio, of which Burnham & Root were the architects (RG, October 30, 1891). He developed and edited, in 1881, *A Pocket Companion of Useful Information and Tables Appertaining to the Use of Wrought Iron for Engineers, Architects and Builders*. He also edited later editions, containing the properties of steel sections, the forerunners of the *Carnegie Handbook*, which did much to promote the use of steel construction. In 1895, Mr. Strobel designed the first wide-flanged beam sections, which were not adopted by American manufacturers until many years later. Until his retirement in 1926, he operated the Strobel Steel Construction Company, which he had organized in 1905 (WSE, December, 1936).

DANIEL HUDSON BURNHAM (1846–1912) (DHBM) was born in Henderson, N. Y., and came to Chicago in 1855 with his parents. A photograph is in IA for September, 1893. He was educated in the public schools of Chicago and private schools in Massachusetts. In 1868 Mr. Burnham returned to Chicago and spent one year in the office of Loring & Jenney, during which time he built some small houses on his own account. Prior to the Chicago fire of 1871 he also had an architectural partnership with Gustave Laureau. In 1872 he entered the office of Carter, Drake & Wight, where worked JOHN WELLBORN ROOT (1850–1891), who had followed Peter B. Wight from New York City, where Root had studied engineering and had gone through his architectural apprenticeship. In 1873 the partnership of Burnham & Root was formed (IA, January, 1891, with a list of their work). During the years 1891, 1892, and 1893 Mr. Burnham was chief of construction of the World's Columbian Exposition. On March 1, 1894, he reorganized his office as D. H. Burnham & Co. with the following partners: Ernest R. Graham, Edward C. Shankland (to 1900), Charles B. Atwood (to December, 1895) and his sons Daniel H. and Hubert Burnham (from 1910). After the death of Mr. Burnham in 1912 the firm became Graham, Burnham & Co., until August 4, 1917, the partners consisting of Ernest R. Graham, Pierce Anderson, Edward Probst, Howard J. White, Daniel H. Burnham, Jr., and Hubert Burnham (AR, December, 1895, and July, 1915).

WILLIAM HOLABIRD (1854–1923) was born in Dutchess County, New York, graduated from the St. Paul (Minnesota) High School in 1871, entered West Point in 1873, resigned in 1875, and entered the architectural office of W. Le Baron Jenney in the same year, where he remained until 1880, when with Ossian C. Simonds, landscape gardener, he formed the partnership of Holabird & Simonds. MARTIN ROCHE (1855–1927) was born in Cleveland, Ohio. His family came to Chicago in 1857, where in 1872 he also entered the office of Mr. Jenney, remaining there until 1881, when he joined the above partnership, which then became Holabird, Simonds & Roche. In January, 1883, Mr. Simonds withdrew and the firm became Holabird & Roche, which it

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ED. GRACES EUROPEAN HOTEL
(From preceding page, 217)

Cor Jackson & Clark Street

| Date Rec. | Name of Contractor. | Cains Rec. | Payments made on Account. |
|---------------|----------------------------------|---|------------------------------------|
| Carpentry | <i>Stimmitt & Eichenberg</i> | Oct 22 Jan 8 2000 2500 4000 12218 2450 14668 | March 29 June 18 2500 2668 1500 |
| Plaster (com) | J. H. Rice & Co | 506. 400. | 500. |
| Wrought Iron | Elevator Crane Elevator | 2047 1500. | 1500. |
| Cast Iron | <i>Robinson & Rydell</i> | 5687 4500 1500. | 4500 1500. |
| Solomon | <i>Maypole Bros</i> | 888. 450. 438. 140. | 450. 438. 140. |
| Plumbing | <i>W. J. Corboy</i> | 2983. | 2983. |
| Gas Fitting | Extra piping | 800. | 800. |
| | Extra wash bowls | 2441.25 | 2441.25 |
| Painting | <i>Tolson & Son</i> | 1899. | 1899. |
| Electrical | <i>Richards & Kelley</i> | 776.00 | 776.00 |
| Drainage | <i>Wm. M. Doe</i> | 228. 63 | 228. 63 |
| Felling | <i>Wright Company</i> | 39.36 | 39.36 |
| Masonry | <i>John Angus</i> | 14645 | 14645 |
| Stonemason | <i>Geo. W. Misch</i> | 1000. | 1000. |
| Cottar | <i>Geo. W. Misch</i> | 7. | 7. |
| Plastering | <i>Wm. Davis</i> | 3100. | 3100. |
| Electric work | <i>Electric Supply Co</i> | 615. 200. 477. | 615. 200. 477. |
| Cut Stone | <i>John Rawls</i> | 5602 | 5602 |
| Roofing | <i>Hay & Prentice</i> | 4200. | 4200. |
| | Hot water boiler | 245. | 245. |
| | | 5145. | 5145. |
| | | 150. | 150. |
| | | 490. | 490. |
| | | 5785. | 5785. |

Courtesy of Chicago Historical Society

FIG. 7. PAGE 218 FROM VAN OSDEL'S BOOK OF ACCOUNT

remained until 1928, when John Wellborn Root, Jr., son of John Wellborn Root (1850-1891), who was a partner in the former firm of Burnham & Root, joined with John A. Holabird (1886-1945), son of William Holabird, to form the firm of Holabird & Root. On January 1, 1948, J. Z. Burgee became a member of the firm, the name of which was changed to Holabird & Root and Burgee. Edward A. Renwick, who died in 1941, was a member of the firm from 1886 until 1932. Corydon T. Purdy, Purdy & Phillips and, for the greater part of the time, Purdy & Henderson were consulting structural engineers from about 1892 to 1911, during the latter five or six years of which time Benjamin E. Winslow was employed by the firm as structural engineer. Henry J. Burt was employed in this capacity from 1911 until his death in 1928, during the latter few years as a consultant. Benjamin B. Shapiro and then Frank E. Brown acted as structural engineers until 1928, when Verne O. McClurg became structural engineer, the position he occupied until 1946.

LOUIS HENRY SULLIVAN (1856-1924) (AR, April, 1925) was born in Boston. After spending one year at Massachusetts Institute of Technology and a short time in the office of Furness & Hewitt, architects, Philadelphia, he came to Chicago in 1873 and worked for about six months in the office of William Le Baron Jenney. In 1874 Sullivan went to Paris, where he studied for two years before returning to Chicago in 1876. In 1879 he entered the office of Dankmar Adler (1844-1900). On May 1, 1880, the firm of D. Adler & Co. was established with Sullivan as a partner. On May 1, 1881, Sullivan became an equal partner under the firm name of Adler & Sullivan (AR, December, 1895), which was dissolved in 1895. After that time Sullivan practiced independently. Paul Mueller became engineer for the firm in 1886 (LSM). The work of Louis Sullivan was distinctive, and many believe his greatness as an architect will grow with time.

LOUIS E. RITTER (1864-1934) graduated from the Case School of Applied Science in 1886, and after three years in railroad work and three years with the U. S. Engineers on Mississippi river improvements, came to Chicago in 1892. From 1892 to 1899 he was with Jenney & Mundie, architects; from 1899 to 1917, he was a member of the firm of Ritter & Mott, consulting civil engineers; and from 1917 to his death, he continued to practice as a consulting engineer in Chicago. Fondly known as the dean of structural engineers, a list of his engagements would be of historical interest (WSE, August, 1934).

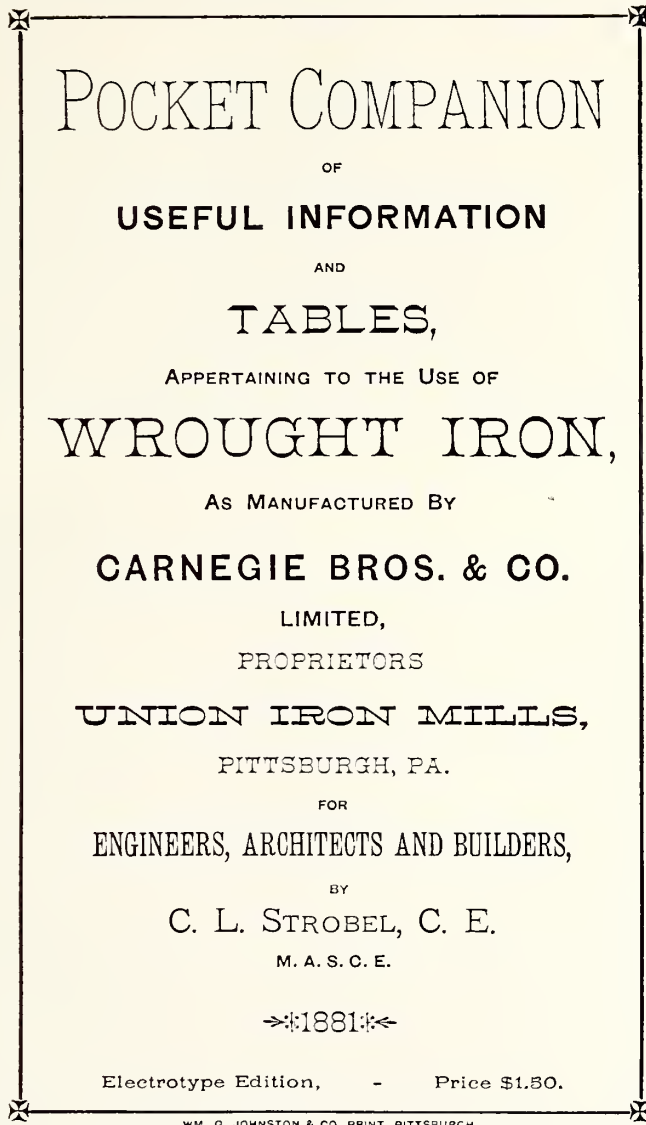


FIG. 8. TITLE PAGE OF STROBEL'S *Pocket Companion*

The following tribute of a contemporary engineer, made at the close of the decade ending with the Columbian Exposition, after the lapse of half a century loses none of its poignancy:

"The remarkable enterprise of Chicago has made such great demands upon both architects and engineers that they have been forced to be progressive. The result is that the constructive side of the problem has reached its most perfect development in Chicago practice. Mr. Jenney, Mr. Burnham and Messrs. Holabird & Roche, of Chicago, have taken the most important part in this movement. Chicago's pride is its Auditorium, designed by Messrs. Adler & Sullivan, and other notable work has been done there by other architects, but these three have led the way in the use of steel. . . . Mr. Post, of New York City, whom Mr. Burnham called the father of big buildings, was educated as an engineer and he is, in many ways, as closely identified with the use of steel as these western men" (ER, February 6, 1895, from an address in Boston by Corydon T. Purdy).

MILESTONES IN BUILDING CONSTRUCTION

A CHRONOLOGICAL ACCOUNT OF CHICAGO BUILDINGS

Introduction

From the log construction of Fort Dearborn, rebuilt in 1816, to the 21-story steel and masonry Masonic Temple (1892) was the span of but one lifetime. In fact, it was a period almost identical with the lifetime of Chicago's first architect, John M. Van Osdel (1811-1891), who played one of the most active parts in the Chicago epic of building construction.

The development of building construction in Chicago is indicated in the record of the buildings which follows. In general the arrangement is chronological. An endeavor has been made to include all the larger buildings over five stories high and all buildings of historic or special interest, regardless of height and size.

Scope of the Chronological Account

Except for a few buildings, this record is confined to the area bounded by Division street on the north, Lake Michigan on the east, Roosevelt road (12th street) on the south, and the south and north branches of the Chicago river on the west. This area includes the original and the present central business districts and has led not only the outlying districts but the nation as a whole in most of the developments in modern building construction.

A special effort has been made to determine the years of completion of construction and of demolition (or destruction by fire). Thus *1833-1839 fire* indicates that the building was completed in 1833 and destroyed by fire in 1839. Authorities often vary from one year to several years in the dates they give for construction, some probably using the date when construction was begun. In case of doubt an approximate date has been given, thus: *ca. 1888*.

When the date of demolition is unknown or if the building is still standing the designation used is *1872-*, showing that the building was built in 1872 but without indication as to the length of its life. However, the context will indicate whether the building is now in existence. When the date of construction is unknown but the date of demolition is known the designation is thus: *(-1872)*. When neither the date of completion nor that of demolition is certain but it is known that the building existed a few years prior to the great fire of 1871, the designation *(pre-fire)* is used.

Extensive remodeling is indicated thus: *(1872/1890-1910)* which tells that the building was built in 1872, remodeled in 1890 and demolished in 1910.

The names of the architect and of the engineer are included when known. These are particularly difficult to ascertain for many of the older buildings and even for some of comparatively recent origin. Biographies containing lists of buildings usually name only a few of the more important structures which the biographee designed or built.

In many cases several bibliographical references have been given, both for the convenience of the reader and because each reference usually contains additional information. An effort has been made to distinguish between illustrations and photographs.

Street Numbers

Old street numbers and names have been changed to the new ones, unless otherwise noted. Where the predecessor building did not occupy the entire area occupied by its successor, this fact is shown generally by the street numbering or by dimensions. Robinson's Atlas of the City of Chicago (1886, five vols.) shows the name and location of many of the older buildings. The Chicago Title and Trust Company kindly made these volumes accessible. Book of Valuations of the Central Business District of Chicago, by The Chicago Real Estate Index Co., issued quadrennially for the past forty years, is generally accessible and, in addition to valuations, contains maps showing the names of buildings, their dimensions, and the street numbering. It also indicates the height and the construction of the buildings. Hence, particularly in reference to the later buildings, this information has not been repeated herein. The last issue of these volumes was for 1939-42.

Indexes

All buildings are indexed by name, by location, and by architect and engineer. Many buildings have had several names. The present trend is toward names that incorporate a street number, so that the name indicates the location. All names known to the author have been indexed. Buildings located at street intersections are indexed under both street names. Occasionally the same name has been used for buildings in different locations. Buildings of the same name on the same site or the continuation of the same ownership or business are distinguished by years and by a number following the name. Thus, Tremont House 1 is the first and Tremont House 2 is the successor building, even though on a different site.

Period I: From 1830 to October 9, 1871

The building development of Chicago was neither uniform nor continuous. Economic conditions and local and world events divided the history of building construction into five general periods:

1. From the first sale of lots in 1830 to the great fire of 1871.
2. From 1871 to 1880, the age of rebuilding after the fire.
3. From 1881 to 1900, covering the golden age and the World's Columbian Exposition.
4. From 1901 to 1920, through World War I.
5. From 1921 to date, through World War II.

In the fall of 1830 the first lots were sold in Chicago and the population was about 100 souls. By 1871 the population was over 300,000.

The first permanent school building, originally called School No. 1 and "Miltimore's Folly," was built in 1845 at 12-24 W. Madison street. It was two stories high with a basement; it is illustrated in CYT, p. 9, and in CIM, p. 74, with a description.

In 1848 the Galena & Chicago Union was the first railroad to operate into Chicago, 10 miles having been completed to the Desplaines river. The first through train from the east entered Chicago in 1852 over the Michigan Southern & Northern Indiana railroad. A history of the stations occupied by each of the groups of railroads entering the present six downtown stations is in WSE for 1937, pp. 78, 81, 124, 127, 250, and 258.

About 1856 the architects signed their first extant professional agreement. The central business district was being developed rapidly with three- to five- and six-story buildings, culminating in Palmer House 2, seven stories high. This hotel was opened in March, 1871, about six months prior to the close of this period by the great fire of October 9, 1871, which almost completely destroyed the business district.

In 1856 the Chicago Historical Society was formed and the iron bridge at Rush street was built. In the same year the first wooden pavement was laid on Wells street, the first sewers were laid and the first suburban train was inaugurated, from Chicago to Hyde Park.

The first street cars ran south on State street from Randolph street in 1858, extending during the next year to Thirty-first street, the city limits. The first paid fire department was also organized in 1858, only 13 years before the end of this period, which terminated in the great fire of October 9, 1871.

Work on the land shaft of the first water tunnel into Lake Michigan was begun in 1865, and the tunnel was completed in 1867 and the Chicago Avenue Water Tower in 1869.

TREMONT HOUSE 1, 1833-1839 fire, was a three-story frame building at the northwest corner of N. Dearborn and W. Lake streets. It is described in HCA, Vol. II, p. 501. An illustration is in *The Chicago Tribune* of March 4, 1937. TREMONT HOUSE 2, 1840-1849 fire, was also a three-story frame building but was at the southeast corner of N. Dearborn and W. Lake streets; it is described in the same news-story. An illustration from a newspaper advertisement is in CIM, p. 124. TREMONT HOUSE 3, 1850-1871 fire, was on the same site as Tremont House 2 and is described also in the same story. John M. Van Osdel was the architect. This brick building was five stories and attic high, with one basement, cost \$75,000 (T, p. 78), and was raised in 1861 to the new street level. The building is illustrated in HCA, Vol. II, p. 739, and a photograph is in CIM, p. 127, and in CYT, p. 30. A description and a fine illustration are in CIJ and in CBFP. TREMONT HOUSE 4, 1873-1937, was at 31 W. Lake street on the same site as No. 2 and No. 3, was designed by the same architect, and was called later the NORTH-WESTERN UNIVERSITY LAW SCHOOL building. It was six stories high, with one basement, on spread foundations. It is illustrated in IC, Vol. 2 and in HCA, Vol. III. A photograph is in CIM, p. 444; in TYF; and in CYT, p. 83. A view is in RMNV, p. 149, with a brief description on pages 58 and 148. The ground is now used for a parking lot.

GREEN TREE HOTEL, later called the Chicago Hotel, built by James Kinzie in 1833, at the northeast corner of N. Canal and W. Lake streets, was moved to 33-37 (old number) N. Milwaukee avenue. An illustration is in CYT, p. 7, and in CIM, p. 46.

The first COURT HOUSE was erected in 1835 at the southwest corner of N. Clark and W. Randolph streets, and was one story and a basement high. It is illustrated in CIM; in CYT, p. 12; and in IC, Vol. 1, p. 177. COURT HOUSE 2 was built at the northwest corner of N. Clark and W. Washington streets in 1848, and was one story and a basement high. John M. Van Osdel was the architect. The first combined COURT HOUSE AND CITY HALL 3, 1853/1858-1871 fire, was built two stories high, with a basement, in 1853, in the same block and by the same architect. A third story was added in 1858 by him, after the surrounding grade was raised. The building is illustrated in CIJ and in CBFP, with a brief description; in HCA, Vol. II, p. 65; and in CAC, p. 17. A photograph is in CIM, p. 281. The two wings were added after the Civil War. The building burned in the great fire of 1871. A photograph of the Court House, taken in 1855 before the third story was added, is in HCA, Vol. I, p. 176. A photograph taken after the addition of the two wings is in T, p. 101, and in CIM, p. 357. Panoramic views from the Court House dome, taken in 1858, are in CYT, pp. 16 and 17.

LAKE HOUSE, 1835-1871 fire, at the southeast corner of N. Rush and E. Hubbard streets, was three stories high, "elegantly furnished throughout and cost nearly \$100,000" (T, p. 47).



REBUILT CHICAGO.—THE GRAND PACIFIC

A WARMING APPARATUS FOR THIS HOTEL FURNISHED BY THE CRANE BROTHERS MAN'G COMPANY

Courtesy of Chicago Historical Society

FIG. 9. GRAND PACIFIC



Hotel, 1873



SHERMAN HOUSE 1, 1837/44-1861, was built in 1837 by F. C. Sherman, later Mayor, at the northwest corner of N. Clark and W. Randolph streets. It was three stories high, 80 feet by 100 feet, and was called the City Hotel until 1844, when Sherman added two stories and changed the name to the Sherman House. In 1861 this building was torn down and a six-story and one-basement SHERMAN HOUSE 2, 1861-1871 fire, was built on the same site. It is illustrated in CIM, p. 128; CYT, p. 29; GCSU; and HCA, Vol. II, p. 502. A description and a fine illustration are in CIJ and in CBFP. W. W. Boyington was the architect. After the fire, and until the new building was completed, the Sherman House occupied the Gault House, a four- and five-story building at the northeast corner of W. Madison and N. Clinton streets. Called the "Little" Sherman House, it is illustrated in CIM, p. 129, and in LO for August, 1872. SHERMAN HOUSE 3, 1873-1910, was built on the same site after the fire. It was seven stories and one basement high, on spread foundations. W. W. Boyington was the architect. It is illustrated in HCA, Vol. III, and in CAC, p. 49. A view is in RMNV, p. 117, with a brief description (pp. 58 and 116), and in LO for March, 1872, p. 33, with a description on p. 38. The frontage was 181 feet on N. Clark street and 160 feet on W. Randolph street. The building was replaced in 1911 by 11 stories of SHERMAN HOTEL 4, 100-14 W. Randolph street, of which a photograph and floor plans are in AR for April, 1912. In 1920 six stories were added, the present corner building being 17 stories high, with three basements, on rock caissons. The cost of the lower portion, including architects' fees, was 39.445 cents per cubic foot (EAR). Holabird & Roche were the architects. Interior photographs are in ARV for 1913, p. 44. In 1925 an addition to the west at 116-24 W. Randolph street was built 23 stories high, with three basements, on rock caissons; a photograph is in CAA and in ISA, 1929, p. 648. A photograph of the complete building is in CIM, p. 567. At the same time the SHERMAN HOTEL ANNEX, 125-31 W. Lake street, was built, eight and nine stories high with one basement, on hardpan caissons, Holabird & Roche being architects for both additions, and Frank E. Brown the engineer. Photographs are in DSS.

WILLIAM B. OGDEN residence, 1837-1871 fire, in the center of the block bounded by N. Rush, E. Erie, and E. Ontario streets and N. Wabash avenue, was of frame construction, two stories high. John M. Van Osdel was the architect. It is described in HCA, Vol. I, p. 504; T, p. 50; HE, p. 130; and IC, Vol. 1, p. 52.

RICE THEATER 1, 1847-1850 fire, on the south side of W. Randolph street, "one or two lots" east of N. Dearborn street, was Chicago's first theater. It was a frame building erected in six weeks. The story of its life is in HCA, Vol. 1, p. 484. RICE THEATER 2, 1851-1861, at 125-33 N. Dearborn street, was a brick building with cornices of galvanized iron, fronting 80 feet on N. Dearborn street and 100 feet in depth. John M. Van Osdel was the architect. An account is in HCA, Vol. I, p. 490, and Vol. II, p. 596, with an illustration.

An illustration is in CIM, p. 104. The theater was torn down and replaced by the RICE building, 1861-1871 fire, which is shown in the view of N. Dearborn street in CIJ along with Tremont House 3.

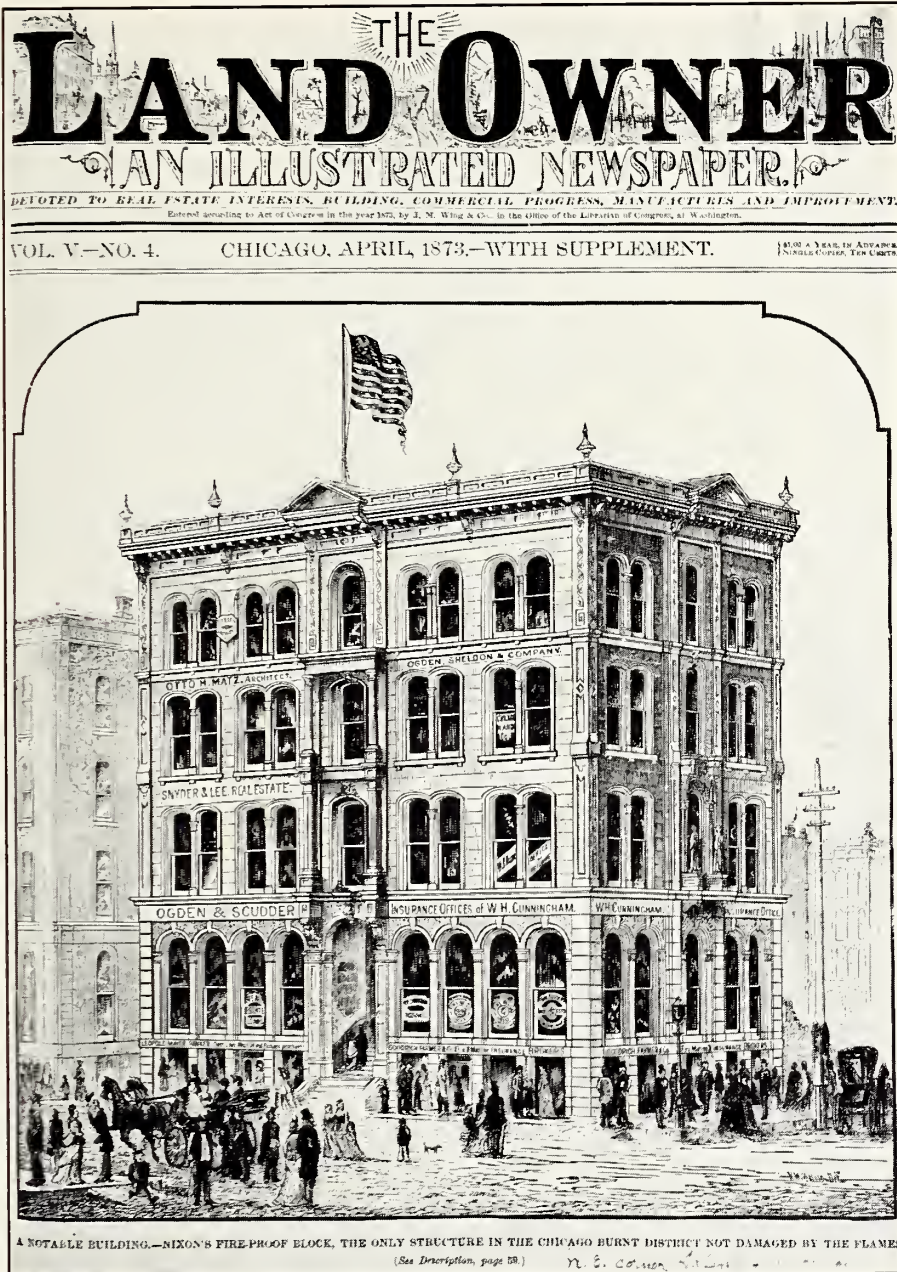
The oldest building in the downtown district found by Tallmadge was two stories high, at 513-17 N. Milwaukee avenue, near W. Grand avenue, and bears in its pediment the date 1850 (T, p. 44). Photographs are in DSS.

SARGENT building, at the northwest corner of N. Wacker drive and W. Randolph street, was formerly the Lind Block. Because of its isolated location it was one of the very few buildings in the central business district that escaped the fire of 1871. It is a five-story building, mentioned in the Udall & Hopkins city directory of 1852-53 as being located on Market street between Randolph and Lake streets. It appears likewise in the Cass & Gager city directory of 1856-57. In D. B. Cook's city directory of 1859-60 this building is described as being on the northwest corner of W. Randolph street and N. Market street (now N. Wacker drive). A photograph is in CIM, p. 181. The Lind Block is shown also in a photograph, "Chicago as seen after the Great Conflagration," in HCA, Vol. II, p. 758. An illustration is in TYF; in HCA, Vol. II, p. 753; and in LO for May, 1873 (p. 88). When the east face of the building was cut off on account of the N. Wacker drive improvement in the 1920s, the present east wall of the south portion was rebuilt as a facsimile of the original by Arthur Woltersdorf, architect. A view in RMNV, p. 167, with a description, shows a seven-story building.

SECOND PRESBYTERIAN CHURCH, 1852-1871 fire, was at the northeast corner of N. Wabash avenue and E. Washington street. Mr. Renwick of New York was the architect and Asa Carter superintended the construction. A description and a photogravure are in CBFP.

ST. PAUL'S (UNIVERSALIST) CHURCH, 1854-1871 fire, was on the southwest corner of S. Wabash avenue and E. Van Buren street. A description and a photogravure are in CBFP.

U. S. POST OFFICE AND CUSTOM HOUSE building, 1855-1871 fire, at the northwest corner of S. Dearborn and W. Monroe streets (GCSU)—illustrated in CIM, p. 121; in HCA, Vol. II, pp. 385 and 387; and in CYT, p. 19—was three stories high, with basement, and was "designed to be fire-proof" (HCA, Vol. II). A description and a fine illustration are in CIJ and in CBFP with a view of the five-story Lombard Block to the west on W. Monroe street. After the fire, the walls were used as part of a building for Haverly's Theater until the site was taken over by the First National Bank in 1881 (OMSM, with illustration). CHICAGO POST OFFICE AND CUSTOM HOUSE, 1879-1896, which occupied the block on which the Federal building now stands, was demolished to make way for the present building. John M. Van Osdel was associated with A. B. Mullett, the Supervising Architect of



Courtesy of Chicago Historical Society

FIG. 10. Nixon, 1871

the U. S. Treasury, Washington, D. C. The building was four stories high, with one basement, and was supported on a concrete mat covering the ground area. The foundation was very inadequate and the building settled and cracked badly; hence its short life. A description of this foundation is in HBF. A report of the iron work was made by T. L. Condron in WSE for 1897, p. 420. An illustration of the building is contained in LO for August, 1872, pp. 128, 129, 136, and 137; AA for July 15, 1876; RMN; RMNV, p. 23, with description on p. 161; and HCA, Vol. III, p. 569. A photograph is in CIM, p. 275. The Bigelow House was to have opened on October 9, 1871, the day of the great fire, on the southwest corner of S. Dearborn and W. Adams streets. After the fire the land was sold to the Government (RMNV, p. 59). FEDERAL building, formerly the CHICAGO POST OFFICE, covering the block bounded by W. Jackson, S. Clark, W. Adams, and S. Dearborn streets, was completed in 1905. Henry Ives Cobb was the architect (AR for December, 1895) and Gen. William Sooy Smith was the foundation engineer. The building is a heavy monumental structure of eight stories, basement, and dome, supported on 50-foot wood piles driven to hardpan about 72 feet below grade. WSE for 1898, pp. 1216 and 1409, gives the plan and details of foundation; AEF, the pile specification. The total cost is said to have been 41 cents per cubic foot (BB for 1903, p. 23). Plans and an illustration are in IA for September, 1896. A photograph is in CRT, p. 6; in CCP, p. 128; and in CIM, p. 277. An artist's sketch is in C, p. 55. Photographs are in DSS. CIM, p. 276, gives a photograph of the temporary post office on the east side of N. Michigan avenue at E. Washington street, occupied while the present Federal building was being built (1896 to 1905). U. S. POST OFFICE, 433 W. Van Buren street, was completed in 1932, with Graham, Anderson, Probst & White as architects and Magnus Gunderson as engineer. The building is 12 stories high, with one basement, on rock caissons, in air rights over railroad tracks. It is the largest post office in the world. It is described and illustrated in WSE for October, 1931. Photographs are in AWG and in CAA, and an illustration is in ISA for 1931-32, p. 64.

RICHMOND HOUSE, 1856-1871 fire, was a six-story building at the northwest corner of N. Michigan avenue and E. South Water street. In 1860 the Prince of Wales, later King Edward VII, was entertained here. It was closed before the great fire and converted into a business block. A photograph is in CIM, p. 124.

CENTRAL HIGH SCHOOL, at 740-64 W. Monroe street, begun in 1855 and completed in 1856, is three stories and one basement high, with stone walls. A history of the school and an illustration are in HCA, Vol. I, p. 218, and an illustration is in CIM, p. 253. It was the first high school in Chicago and the first coeducational high school in the United States (AAC, p. 177). This building is now used for storage. It lies in the path of the proposed Northwest Route superhighway.

McVICKERS THEATER building 1, 1857-1871 fire, had been rebuilt substantially just previous to the fire (GCSU). It was a three-story building. It is illustrated in LO for February, 1871, p. 37; in CIM, pp. 103 and 104; in CYT, p. 22; and in HCA, Vol. II; and by photograph in CYT, p. 22. Otis L. Wheelock was the architect. A description and a fine illustration are in CIJ and in CBFP. The second McVICKERS THEATER opened on the same site in 1872 (HCA, Vol. III). Wheelock & Thomas were the architects. The building was four stories high, with one basement. It is illustrated in LO for April, 1872, p. 65, with a description on p. 54. McVICKERS THEATER building 3 was at 25 W. Madison street, on spread foundations. Adler & Sullivan were the architects. A description is in RMNV, p. 83. The building was built in 1883, four stories high, with one basement; two stories were added in 1885. An illustration is in CAC, p. 55; an interior view is in CRT, p. 25, with a description, and also in SGC, p. 36, with a description on p. 127. The building was torn down in 1922 to make way for McVICKERS THEATER 4, a four-story building built in 1923. Newhouse & Bernham were the architects. A photograph is in ISA for 1923, p. 350. Photographs of the two latter buildings are in CIM, p. 435, and in CYT, p. 23.

MASSASOIT HOUSE 1, 1857-1871 fire, at the southwest corner of Old Central avenue (now N. Beaubien court) and E. South Water street, alongside the old Illinois Central Depot at the foot of E. Lake street, was built five stories high by David A. Gage and his brother (with W. W. Boyington as architect) and was rebuilt by A. W. Longley after the great fire. It opened in 1873 (HCA, Vol. II, p. 505).

WABASH AVENUE METHODIST CHURCH, 1857-1874 fire, was on the northwest corner of S. Wabash avenue and E. Harrison street. Boyington and Wheelock were the architects. A description and a fine illustration are in CBFP.

ADAMS HOUSE 1, 1858-1871 fire, was a five-story building at the northeast corner of N. Michigan avenue and E. Lake street. A photograph is in CIM, p. 125; an illustration is in HCA, Vol. II, p. 504, and in CIJ along with an illustration of the Central Depot. After the fire ADAMS HOUSE 2, at 205-17 N. Michigan avenue, had a frontage of 188 feet and a depth of 130 feet back to N. Beaubien court (then Central avenue) until Michigan avenue was widened.

TRINITY CHURCH, 1860-1871 fire, was on the south side of E. Jackson street between S. Wabash and S. Michigan avenues with a frontage of 71 feet, near S. Wabash avenue. A description and illustration are in CBFP.

The First National Bank opened July 1, 1863, at 22 (old number) LaSalle street, near Lake street, and moved soon afterward into the five-story Exchange

building at the southwest corner of N. Clark and W. Lake streets; a photograph of this building is in CIM, p. 586, and in FNB. In these quarters the bank remained until the end of 1867. FIRST NATIONAL BANK building 1 was at the southwest corner of N. State and West Washington streets. It was built in 1868, four stories and one basement high. Partly destroyed in the fire of 1871, it was rebuilt in December of that year; an illustration is in LO for February, 1872, p. 19. "The safes and vaults had withstood the heat of the flames; not a security, note or paper of any value was destroyed and the books were intact" (FNB). The building was five stories high, with one basement, on spread foundations. Burling & Whitehouse were the architects. It is illustrated in HCA, Vol. II, p. 626; in LO for May, 1872, p. 69, with a description on p. 74; and in FNB. A photograph is in CIM, p. 342. FIRST NATIONAL BANK building 2, 1882-1902, 38 S. Dearborn street (at the northwest corner of W. Monroe street), was six stories high, with one basement, on spread foundations. For this structure as well as for its predecessor, Burling & Whitehouse were the architects. It is illustrated in HCA, Vol. III, p. 434; in OBD for 1901, p. 73; and in RMNV, p. 47, with a description. A photograph is in CIM, p. 570; in CRT, p. 47; and in FNB. FIRST NATIONAL BANK 3, likewise at 38 S. Dearborn street, was built in 1903. It was 17 stories high, with two basements, on rock caissons (EN for December 22, 1904). D.H. Burnham and Co. were the architects. Much information is available in published sources: a description in BB for September, 1904, p. 191; an illustration in CHC, p. 122; a foundation plan in EN for December 22, 1904; a photograph in CIM, p. 571 and also in AWG; photographs in DSS; photographs and a floor plan in AR for July, 1915; and a photograph and a brief description in OBD for 1910, p. 79. The west 90 feet of the present First National Bank building, which is the portion at the northeast corner of S. Clark and W. Monroe streets—formerly called the Fort Dearborn Bank building and originally the American Trust and Savings Bank building—was built in 1906. It is 17 stories high, with two basements, on rock caissons. Jarvis Hunt was the architect. A photograph of the model is in CHC, p. 130; a photograph of the structure itself is in OBD for 1916, p. 86, and in BB for June, 1906.

DIXON building, 1863-1945, at 419-21 S. Wells street, was a six-story and one-basement building. It is said to have been the original home of Arthur A. Dixon, founder of the Arthur Dixon Transfer Co., and to have been damaged only in part by the fire of 1871.

S. B. COBB'S "great building," built in 1864, was at the southeast corner of N. Michigan avenue and E. Lake street. Van Osdel was the architect.

CROSBY'S OPERA HOUSE, 1865-1871 fire, at 12-30 W. Washington street, five stories and one basement high (W. W. Boyington, architect), is illustrated and described in HCA, Vol. II, p. 603, from which the following is quoted.

The history of this famous temple of art is one without parallel in the West. Its enormous cost (\$600,000), its elegance of design, its vicissitudes as a financial investment, its brief existence, and its devotion to grand operatic and dramatic uses, combine to furnish data for a sketch differing in nature from that of any other theater in Chicago or the West.

The opening performance in April was postponed on account of the assassination of President Lincoln. Due to financial difficulties in 1866 the theater and its contents were disposed of in a grand lottery; the drawing, which took place on January 21, 1867, was described with great gusto in the newspapers of that time. The theater was repurchased for \$200,000 by Uranus H. Crosby from A. H. Lee of Prairie du Rocher, Illinois, the lucky winner. During the summer of 1871 the theater underwent material alteration and the season was to have been inaugurated on Monday, October 9, the day of the great fire which ended the checkered existence of the theater. An illustration of the building is in CIM, p. 105; in CYT, p. 26; in CAA; and in T, p. 78. A photograph is in CYT, p. 21. A brief description and a fine illustration are in CIJ; a reproduction of the latter is in CIM, p. 378.

CHAMBER OF COMMERCE building (Board of Trade) 1, 1865-1871 fire, dedicated August 30, 1865, was at the southeast corner of N. LaSalle and W. Washington streets. It was three stories and one basement high. Edward Burling was the architect. It is illustrated in HCA, Vol. II, p. 358; in GCSU; and in CIM, p. 170. A description and a fine illustration are in CIJ and in CBFP. A brief description and a photograph are in T, pp. 90 and 92. CHAMBER OF COMMERCE building (Board of Trade) 2, 1872-1889, was rebuilt to the same height and on the same site. Cochrane and Miller were the architects. It is illustrated in CYF and also in LO for February, 1872 (p. 24, with a description on p. 22). CHAMBER OF COMMERCE building 3, 1890-1928, was built on the same site. It was 13 stories and one basement high, with cast-iron columns and spread foundations. Edward Baumann and Harris Huehl were architects; a Mr. Tapper was engineer and superintendent (T, p. 199). According to RMNV, p. 137, CHAMBER OF COMMERCE building 2 was "once a beautiful temple in which the Board of Trade held its sessions" and "had in its porch four magnificent columns, the pride of the Chicago renaissance, so to speak, of 1872. These columns are all that remain [1898]." The same account continues:

"The building was deserted by the Board of Trade, which moved to W. Jackson street. . . . The walls were raised on screws; a steel and concrete foundation was made; the steel cage was carried down within the walls, and thus there rose another of those remarkable towers that are now attracting universal attention. The quadrilateral interior of this building present [*sic*], next to the rotunda of the Masonic Temple, the most striking view to be found in any of the great Chicago edifices. Balconies surround the court on each story and brass and mosaic ornamentations are used with fine effect. . . . The cantilever principle has been used to obviate the need of posts under the balconies. . . . The Chamber of Commerce building [3] is a tall box, all its grandeur being found within."

CHAMBER OF COMMERCE building 3 was wrecked to make way for the 33 N. LaSalle building, now called the American National Bank building. A photograph is in OBD for 1916, p. 41; CRT, p. 79; and CYT, p. 87; photographs are in CIM, pp. 403, 431, and 582. An illustration is in IC, Vol. 1. An illustration accompanied by a description is in RMNV, p. 141. A description is in SGC, p. 570.

The first meeting of the Board of Trade was held March 13, 1848, and a room was rented over the flour store of Gage & Haines on S. Water street (RMNV). Before Chamber of Commerce 1 was erected, the southeast corner of N. LaSalle and W. Washington streets was occupied by the First Baptist Church; a photograph of this edifice is in CIM, p. 388.

PLYMOUTH CONGREGATIONAL CHURCH, 1867-1871 fire, was located at the southeast corner of N. Wabash avenue and E. Eldridge court. Gurdon P. Randall was the architect. A description and a photogravure are in CBFP.

FIELD & LEITER STORE building 1, 1868-1871 fire, at the northeast corner of N. State and E. Washington streets, with a frontage of about 145 feet on N. State street, was a six-story and one-basement building. It is illustrated in CIM, pp. 105 and 173; in CYT, p. 28; in GCSU; and in HCA, Vol. II, p. 563. FIELD & LEITER STORE building 2, 1873-1877 fire, known as the Singer building, was on the same site. E. S. Jennison was the architect. This building was seven stories and one basement high, and fronted 160 feet on N. State street and 150 feet on E. Washington street. It is illustrated in OYF, and in LO for June, 1872, pp. 92 and 93, with a description on p. 94. FIELD & LEITER STORE building 3, 1878-1905, known formerly as the Singer building and later as Marshall Field and Co. Store building, was a six-story building on the same site. A photograph is in CIM, p. 336. A view is in RMNV, p. 125, with a brief description, and in SGC, p. 272.

ST. JAMES HOTEL, 1868-1871 fire, was formerly the Merchants Hotel. It was destroyed by fire in 1867, and was rebuilt and opened in 1868 as the St. James Hotel. It was a six-story and one-basement building at the northwest corner of N. State and W. Washington streets. Photographs are in CIM, pp. 105, 175, 265, and in CYT, pp. 21 and 28. A fine illustration is in CIJ and in CBFP.

The first issue of The Chicago Tribune (June 10, 1847), was printed on the third floor of a four-story building at the southwest corner of N. LaSalle and W. Lake streets. In 1849 the Tribune moved to the second floor over Gray's grocery, a two-story frame building at the northwest corner of N. Clark and W. Lake streets; in 1850 to the Masonic building, at 173 (old number) W. Lake street; and in 1852 to the second and third floors of the three-story Evans Block at the site of the present Ashland Block. TRIBUNE building 1, 1869-1871 fire, was at the southeast corner of S. Dearborn and W. Madison streets

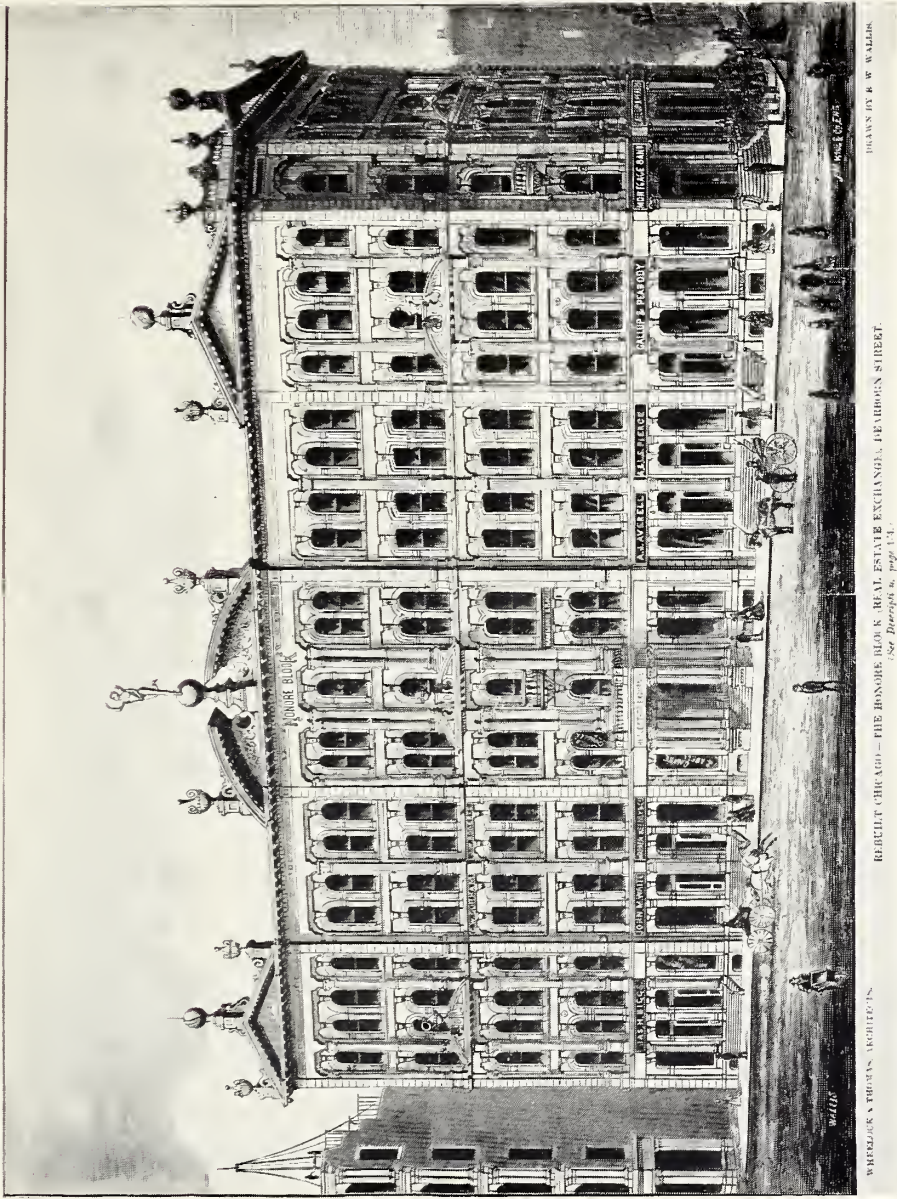


FIG. 11. HONORE BLOCK, 1872

Courtesy of Chicago Historical Society

(HCA, Vol. II, p. 492). The building was four stories high. It is described and illustrated in GCSU. A photograph is in CIM, p. 363. Previously the "Daily Tribune" had occupied the two upper stories of a building in "Newspaper Row," illustrated in CIM, p. 70, and in CYT, p. 11, on the west side of N. Clark street (old number 50), south of W. Randolph street. TRIBUNE building 2, 1872-1901, on the same site as Tribune building 1, was five stories high, with one basement, on spread foundations. Burling and Adler were the architects. The frontage on S. Dearborn street was 72 feet. A view is in CAC, p. 64, and in RMNV, p. 47, with a description. The Windsor Hotel, with a frontage of 120 feet on S. Dearborn street, had adjoined Tribune building 2 on the south. A photograph of the hotel is in SGC, p. 44. 7 S. DEARBORN STREET building, on the same site as Tribune building 2, but with twice the frontage on S. Dearborn street, was formerly known as TRIBUNE building 3 and then as the Union Trust building; it is now owned by the First Federal Savings and Loan Association. It is on the site of the Rumsey School building, which was built in 1844 and which is illustrated in CIM, p. 62, and in CYT, p. 9. Tribune building 3 was built in 1902, 17 stories high with two basements, on hardpan caissons. Holabird & Roche were the architects. The building is reputed to have been the first in Chicago with two basements. It is illustrated in AR for April, 1912. Photographs are in OBD for 1916, p. 247; in RMNP; in CIM, p. 574; and in DSS. An illustration is in OBD for 1901, p. 191, with a description. TRIBUNE TOWER building 4, at the northeast corner of E. Hubbard street, 435 N. Michigan avenue, was completed in 1925. Howells and Hood of New York were the architects, Holabird & Roche the engineers, and Frank E. Brown the structural engineer. The building is 36 stories high, with four basements, on rock caissons. It is described in WSE for December, 1924. A photograph is in CIM, p. 313; in CYT, p. 53; in A for February, 1927; and in OBD for 1941-42, p. 410. Photographs and floor plans are in HSM; in AA for October 5, 1925; in AR for March, 1926; in AF for September, 1924; and in WA for November, 1925, and January, 1926. *Tribune Tower Competition*, published by The Tribune Company (1923), contains a brief history of The Chicago Tribune and of the previous buildings it occupied, together with the story of the competition on the occasion of its seventy-fifth anniversary, and illustrations of many of the designs submitted. *To the Tower*, also published by The Tribune Company (1924), contains a brief description of the building, illustrations, and a detailed typical floor plan. Photographs of the exterior are in CAA.

On June 10, 1947, The Tribune published a Centennial edition which contains illustrations and descriptions of seven buildings occupied by the paper from 1847 to date. Included also are illustrations of the Wigwam building, several early churches, the Rumsey school (1836), the first jail (1836), the pioneer Kinzie home, State street before the fire of 1871, Rice's Theater (1847), and bird's-eye views of the central business district in 1853 and 1947, with considerable historical data.

SHEPARD BLOCK 1, 1869-1871 fire, at the southeast corner of S. Dearborn and W. Monroe streets, was five stories high. F. & E. Baumann were the architects. It is illustrated in LO for April, 1870, p. 90. SHEPARD BLOCK 2, 1872- , fronting 32.5 feet on W. Monroe street and 190 feet on S. Dearborn street, is illustrated in OMSM and in LO for January, 1872, p. 7. A photograph is in CIM, p. 418. The building was a pioneer structure on the extension southward of Dearborn street. The front was of "Athens Marble" designed in the "Modern French style."

CHICAGO AVENUE WATER TOWER, at E. Chicago and N. Michigan avenues, was built in 1869. W. W. Boyington was the architect. The tower is 154 feet high with no basement, on spread foundations, and is one of the few structures that survived the great fire of 1871. The tower is described in HCA, Vol. II, p. 69, and is illustrated in the same volume (p. 742); in CHC, p. 48; and in GCSU. A photograph is in CIM, p. 226, and in RMNP. A description and a fine illustration are in CIJ and in CBFP.

CHARLES B. FARWELL STORE building, 1869-1871, at 169-75 N. Wabash avenue, had a frontage of 72 feet, according to the records of John M. Van Osdel, architect.

ABRAM GALE building, 1869-1871 fire, on Wabash avenue, 48 feet by 150 feet, was five stories and one basement high. John M. Van Osdel was the architect. According to the architect's records, the contract cost was \$43,890, made up as follows: carpentry \$16,104; cast-iron \$5,237; glass \$1,584; gas-fitting \$375; draining \$188; masonry \$14,599; painting \$829; cut-stone \$4,194; and sidewalk \$780. The cost was about 8 cents a cubic foot.

NEVADA HOTEL, 1870-1871 fire, at the southwest corner of N. Franklin and W. Washington streets, fronting 81 feet on the former and 101 feet on the latter, was five stories and one basement high. It was built by William Bross of the Tribune Company. An illustration is in LO for January, 1871, p. 5. Telephone Square building now occupies this site.

MICHIGAN AVENUE HOTEL, at the southwest corner of S. Michigan avenue and E. Congress street, built in 1870, six stories and one basement high, is illustrated in LO for November, 1870, p. 295. This hotel was bought by John B. Drake as the great fire of 1871 was burning, and was renamed the New Tremont House (AAC, p. 57).

CULVER, PAGE & HOYNE WAREHOUSE building, 1870-1871 fire, at 73-75 W. Monroe street, five stories and one basement high, is illustrated in LO for January, 1871, p. 10, and in HCA, Vol. II, p. 487. The floor loading was heavy, and 16-inch joists were used. F. & E. Baumann were the architects. An illustration of the post-fire building is in TYF, with interior views.

ACADEMY OF DESIGN building, 1870-1871 fire, at 15-23 W. Adams street, was five stories and one basement high, with a marble front. It is illustrated in HCA, Vol. II, p. 558.

BIGELOW HOUSE, 1871-1871 fire, at the southwest corner of S. Dearborn and W. Adams streets, 179 feet by 110 feet, was five stories and one basement high. John K. Winchell was the architect. It is illustrated in LO for July, 1870, p. 173. The street facades were of "Athens marble" except that of W. Quincy street, which was of pressed brick. The formal opening was to have been on October 9, 1871, the day of the great fire. The property was acquired soon after by the government for the Chicago Post Office and Custom House, completed in 1879.

COLONEL RESTAURANT building, at 125 N. Clark street, completed in December, 1871, is five stories and one basement high.

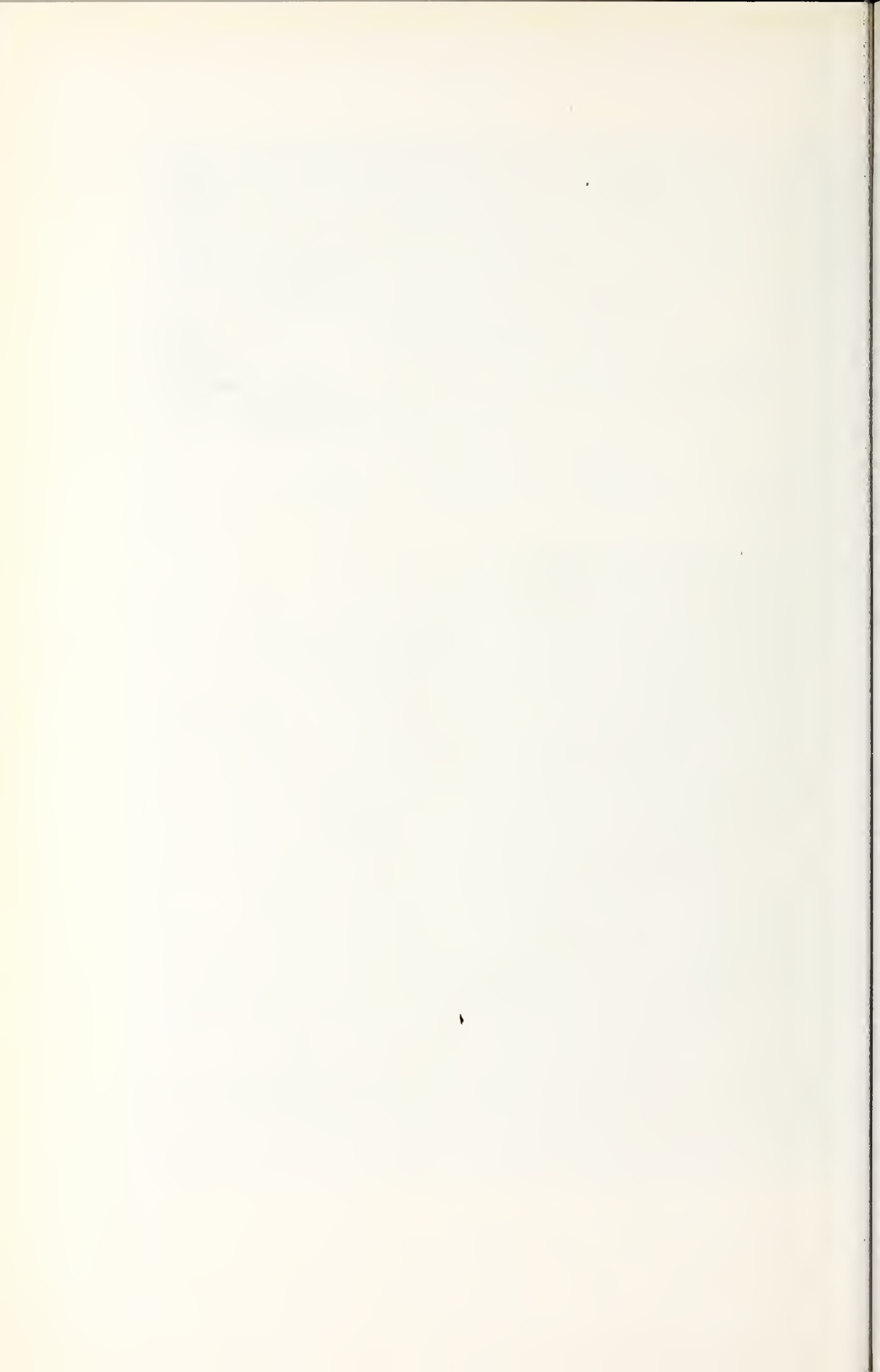
PALMER HOUSE 1, four stories high, was at the northwest corner of S. State and W. Quincy streets on the site of the balloon-frame home, built in 1851, of John M. Van Osdel, architect of the building. An illustration is in CIM, p. 134. PALMER HOUSE 2, at the southeast corner of S. State and E. Monroe streets, had opened in the March prior to the fire of 1871, in which it was destroyed. An interesting story is told of the burial and preservation of the architect's records in the clay under the basement floor, where the clay was baked by the fire and suggested a method of fireproofing which is still followed extensively (HE). The building was seven stories high, with one basement, on spread foundations. It is illustrated in LO for October, 1870, p. 267; in CIM, p. 155; in CYT, p. 29; in GCSU; and in HCA, Vol. II. PALMER HOUSE 3, 1875-1923/1925, was located at the southeast corner of S. State and E. Monroe streets. The architect was John M. Van Osdel, though T, p. 113, names C. M. Palmer. Like Palmer House 2, this building was seven stories high, with one basement, on spread foundations. It is illustrated in RMNP; in CIM, p. 135; in CHC, p. 229; in HCA, Vol. III, p. 359; in LO for January, 1872, p. 1, with a description; and in RMNV, pp. 47 and 55, with a brief description on pp. 46 and 53. A photograph is in CYT, p. 84, with an interior photograph of the famous barber shop, in the floor of which silver dollars were inlaid. The building was wrecked in sections to make way for PALMER HOUSE 4, which was completed in 1925 and 1927. Holabird & Roche were the architects and Frank E. Brown the engineer. The present building is 25 stories high, with three basements, on rock caissons. Exterior and interior photographs are in CAA; exterior photographs are in CIM, p. 443, and in DSS. An illustration is in ISA for 1928, p. 156. A six-story and basement addition was built *ca.* 1928 at 106-112 S. Wabash avenue on the south 47 feet of the former site of the Ballard Block and on the site of the seven-story Hoops building.



SASH, DOORS, INSIDE FINISH, ETC., BY GOSS & PHILLIPS MANUFACTURING CO., CHICAGO

H AVE.—THE LARGEST AND MOST COSTLY HOTEL BUILDING IN THE WORLD.
(description, page 119.)

LMER HOUSE, 1875



MORRISON BLOCK 1, 1871-1871 fire, at the southeast corner of S. Clark and W. Madison streets, was four stories and one basement high. Carter & Drake were the architects. An illustration is in LO for February, 1871, p. 40, with a description. MORRISON BLOCK 2, built in 1872 of the same height, fronted 100 feet on S. Clark street and 90 feet on W. Madison street. It is illustrated in LO for January, 1873, p. 1, with a description on page 7. A photograph is in CIM, p. 405.



FIG. 13. HOME INSURANCE, 1885

Period II: From October 9, 1871, to 1880

A period of intense activity immediately followed the great fire. Many buildings were rebuilt from the original plans, and many others of five and six stories were undertaken. Seven-story buildings became more common. The first "fireproof" building was built in 1873, and more thought was being given to means of preventing another disaster by fire. Elevators came into use during this period, permitting the higher buildings that flourished later. The effects of the financial panic of 1873 slowed up the construction of buildings in the latter part of this period. A near approach to skeleton construction is evident in the framing of the Leiter building (1879).

By one year after the fire over eight miles of building frontage had been rebuilt. Many buildings were under construction on the day of the fire and others had been barely completed. The Nixon building, of "fire-resistive" construction, was nearing completion, and its principal loss was the burning of its wood trim.

A great many buildings were rebuilt to duplicate the pre-fire construction; many of these stand today. The Lind Block, described and illustrated elsewhere, is a typical example of the pre-fire era. The day of the engineer had not yet arrived; the buildings were largely products of the carpenter and brick mason, with a modicum of planning and embellishment by the architects of the day.

One exception was the rebuilding of the Palmer House. Time was taken for study and travel, and Palmer House 3 was not completed until 1875.

Signs of change were beginning to appear. The Kendall building, 1873-1940, made use of Van Osdel's experience with the baked clay protecting his records in the basement of Palmer House 2, and terra cotta floor arches and partitions were used. Major Jenney, an engineer by training, returned from the war and carried on for a while in the mode of the day. But his Leiter building, built in 1879 and still standing, is the forerunner of skeleton construction which culminated in the succeeding period. Many of the young architects who later made distinguished contributions to the art of construction were trained in his office.

Building costs, which had risen during the Civil War, continued high until the panic of 1873 caused a decline to a low in 1879 which remained fairly constant until the end of the century.

In proportion to population, since 1929 the physical volume of building has been less than one-half that of the years in this period following the financial difficulties of 1873.

CENTRAL UNION BLOCK 1, 1871-1889, at the northwest corner of N. Wacker drive (then Market street, unwidened) and W. Madison street, fronting 200 feet on each street, three stories and one basement high, was completed in 60 days and occupied on December 16, 1871, as the first brick building built and occupied in the burned district after the fire. F. and E. Baumann were the architects. The building is illustrated in CIM, p. 565; in OYF; and in LO for February, 1872, p. 20, with a description on p. 22. Illinois Trust & Savings Bank was a tenant. CENTRAL UNION BLOCK 2, 1890-1926, replaced the above-named building; it was six stories and one basement high. L. G. Hallberg was the architect. The frontage on N. Wacker drive (then Market street unwidened) was about 200 feet. An illustration and a brief description are in RMNV, pp. 96 and 97. The Civic Opera building now occupies this site.

NIXON building, 1871-1889, was at 128-32 W. Monroe street, the northeast corner of S. LaSalle street, on the site of the present LaSalle-Monroe building. It was under construction during the 1871 fire and was of fire-resisting construction. No spans were over 16 feet. The joists were of wrought iron, supporting brick arches. The floors in the halls and prominent rooms were of marble. The tops of the beams were covered with concrete, and the ceilings were protected by nearly an inch of solid plaster of Paris. In the conflagration the floor surfacing and the wood trim were consumed but "the building was so little damaged by the fire that it was finished one week after the fire and occupied at once by leading architects and business men . . . after the fire it bore an inscription . . . as follows: 'This fireproof building is the only one in the city that successfully stood the test of the Great Fire of October 9, 1871' " (OMSM). The building was six stories high, with one basement, on spread foundations. Otto H. Matz was the architect. A view of the building is in RMNV, p. 39, with a brief description. An illustration of the original four-story building is in TYF, and in LO for April, 1873, p. 53, with a description on p. 59; a photograph is in CIM, pp. 392 and 393.

CLARKE, LAYTON & CO. and WM. DUNNING building, 1872- , at the northwest corner of W. Wacker drive and N. LaSalle street, was four stories and one basement high. E. S. Jennison was the architect. It is illustrated in LO for May, 1872, p. 78, with a description on p. 75.

HAMLIN, HALE & CO. WHOLESALE building, 1872- , at the southwest corner of S. Franklin and W. Madison streets, fronting 190 feet on the former and 90 feet on the latter, is described and illustrated in LO for July, 1872, p. 109.

TUTTLE building, at the northeast corner of N. State and E. Lake streets, fronting 140 feet on the former and 68 feet on the latter, was built in 1872, with John M. Van Osdel as the architect. It is five stories and one basement high. An illustration is in TYF; in CRT, p. 130; and in LO for March, 1873. Photographs are in DSS.

HAWLEY BLOCK, 1872-1892, at the southwest corner of S. Dearborn and W. Madison streets, was four stories and one basement high. John M. Van Osdel was the architect. It was "a subject of pride in 1872" (RMNV). An illustration and a description are in LO for May, 1874. This corner—a photograph of which taken *ca.* 1860 is in CIM, p. 121—is now occupied by the east part of the Hartford building. Before the fire of 1871, it was occupied by the four-story Reynolds building, which is illustrated in HCA, Vol. II, p. 53, and by photographs in CYT, p. 19, and CIM, p. 123.

PORTLAND BLOCK, 1872-1933, was at the southeast corner of N. Dearborn and W. Washington streets. The building was seven stories high, on spread foundations. W. Le Baron Jenney was the architect. Pressed brick, then unusual, was used for the front, with stone trim. A photograph is in The Chicago Tribune of February 17, 1940; in CIM, p. 574; and in OBD for 1916, p. 201. A view of the building is in TYF; in LO for June, 1873, p. 97; and in RMNV, p. 149, with a brief description. An illustration of the building as built is in OBD for 1901, p. 147. This building replaced another of the same name, five stories high, destroyed in the 1871 fire, a photograph of which is in CIM, p. 382, and an illustration of which is in a view of N. Dearborn street given in CIJ (along with Tremont House 3). A two-story building now occupies the site.

STRATFORD HOTEL, 1872-1922, formerly the Gardner House and then the Leland Hotel, was at the southwest corner of S. Michigan avenue and E. Jackson street, fronting 120 feet on the former and 170 feet on the latter, and was wrecked to make way for the Straus building. It was six stories high. A photograph is in CIM, pp. 138, 371, and 445; in CYT, pp. 39 and 43; in RMNP; and in IC, Vol. 1. A view of the building is in CRT, opposite p. 12; in HCA, Vol. III, p. 88; in OYF; in TYF; in LO for March, 1872, p. 36, with a description on p. 38; in CAC, p. 48; and in RMNV, p. 31, with a brief description on pp. 30 and 52. W. W. Boyington was the architect. The home of Judge George Manierre had previously stood on this site (see photograph in CIM, p. 285).

KRANZ building, built *ca.* 1872, at 126-32 N. State street, is a six-story and one-basement building on spread foundations. From its architectural similarity to the Bay State building, adjoining it on the north, it would seem that all but the south bay at 126 N. State street was originally part of that building, with the two upper floors added later. Photographs are in DSS. This building and the four-story building at 17-21 W. Randolph street were sold in August, 1946, and it is reported that they are to be torn down (The Chicago Tribune, February 2, 1947).

ROANOKE building 1, 1872-1914, formerly known as the Major Block 2, was at 1-17 S. LaSalle street on the southeast corner of W. Madison street,



HERBERT CHILDS—MR. H. H. HONORE'S NEW HOTEL CORNER DEARBORN AND ADAMS ST. CHICAGO
(See *Illustrations*, page 14.)

FIG. 14. H. H. HONORE HOTEL, 1872

Courtesy of Chicago Historical Society

fronting 136 feet on the former street and 66 feet on the latter. It was seven stories high, with one basement, on spread foundations. Dixon & Hamilton were the architects. A photograph is in CIM, p. 577, as is also (p. 406) one of the four-story Major Block 1—of which T. V. Wadskier was the architect—before the fire. An illustration of Major Block 2 as a five-story building is in TYF; in CIM, p. 406; and in LO for July, 1873, p. 114. The present ROANOKE building 2 was built in 1915 as the Lumber Exchange building, 16 stories high with three basements, on rock caissons. Holabird & Roche were the architects. A photograph is in CIM, p. 586, and an illustration and a description are in OBD, p. 123. Five stories were added later. This building has the same frontage on S. LaSalle street as did Roanoke building 1 but extends to the east from S. LaSalle street about 101 feet to include the site of the former Farwell Hall (W. W. Boyington, architect), which was at 131–33 W. Madison street. A photograph is in CIM. ROANOKE TOWER, adjoining to the east at 125–29 W. Madison street, on the site of the former DeSoto building, was built in 1926, 36 stories high, with two basements, on rock caissons. Holabird & Roche were the architects, with A. N. Rebori associated and with Frank E. Brown as engineer. The building is illustrated in OBD for 1941–42, p. 345.

U. S. EXPRESS CO. building, built in 1872, at 58–60 W. Washington street, is six stories and one basement high, on spread foundations, with a cast-iron front. John M. Van Osdel was the architect. A photograph is in OBD for 1916, p. 252.

FIDELITY building, 1872–1924, was at 118–20 W. Randolph street, just west of Sherman House 3. It was four stories and one basement high. A view is in RMNV, p. 117, with a description. An illustration is in HCA, Vol. III, p. 665, as the Illinois Trust & Savings Bank. A photograph after the addition of two stories is in CIM, p. 146. This building was preceded by the Safety Deposit building, 1870–1871 fire, four stories and one basement high (A. Bauer & Co., architects), illustrated in LO for October, 1870, p. 261.

GRANT HOTEL, 1872–1940, was a six-story building at 6 N. Dearborn street, on the northwest corner of W. Madison street. It was formerly known as the Inter-Ocean building, a photograph of which is in SGC, p. 144, as a six-story building. This was originally the Chicago Savings Institution and Trust Co. building, four stories high, an illustration of which is in LO for March, 1873, p. 44, and in TYF. Adler & Sullivan were the architects of the addition. A photograph is in CIM, p. 408, and in OBD for 1901, p. 90. Photographs are in DSS, and a view of the building is in RMNV, p. 47, with a brief description. The site is now occupied by a two-story building.

CLARENDON HOTEL, built in 1872, at the northeast corner of N. Clark and W. Ontario streets, four stories and one basement high, is illustrated in LO for February, 1874, p. 21. A photograph is in CIM, p. 130. One story has since been added.

HONORE BLOCK 1, 1870–1871 fire, at the northwest corner of S. Dearborn and W. Adams streets, fronting 196 feet on the former street, and 114 feet on the latter, six stories and one basement high, adjoined the first Honore Block to the north. Otis L. Wheelock was the architect. An illustration is in LO for December, 1870, p. 316, with a description. “The block was surmounted by a mansard roof of new and elaborate design, covered with slate. The cornices and dormer windows were entirely of iron and the building was equipped with an Otis patent steam passenger elevator.” HONORE building 2, 1872–1894, on the same site, with a frontage of 114 feet on W. Adams street and 190 feet on S. Dearborn street, was six stories and one basement high. The architect was C. M. Palmer (T, p. 113). An illustration and a description are in LO for August, 1873, pp. 134 and 140; and in RMNV, pp. 46 and 47. An illustration is in TYF. A description of the construction is in LO for April, 1874, p. 58, which states: “Our citizens interested in this substantial method of construction will do well to examine it.” The site is now occupied by the Marquette building.

DOANE building, 1872–1899, known also as the Franklin MacVeagh & Co. building and the Grocers’ Block, at the southwest corner of N. Wabash avenue and E. Lake street, fronting 170 feet on the former and 115 feet on the latter, was five stories and one basement high, “each store having an elevator.” T. V. Wadskier was the architect. An illustration is in CAC, p. 212, and in LO for July, 1872, pp. 116 and 117, with a description on p. 118. The five-story Burch Block (photograph in CIM, p. 322) occupied this site previously, and the Lemoyne building later. Franklin MacVeagh & Co. were the original tenants of the corner store; they had been located at 36–38 (old number) River street until the fire of 1871.

CITY HALL, 1872–1885, was at the southeast corner of S. LaSalle and W. Adams streets, the site on which the Rookery building now stands. John M. Van Osdel was the architect. The building was two stories high, with one basement, on spread foundations. It is illustrated in CIM, p. 166; in CYT, p. 33; and in TYF, with interior views of the library. The site had upon it an iron water-tank that belonged to the water works service on the South Side; the building was constructed around this, and the tank was used for the Public Library, founded in 1872, during a short period after the fire. For a description and an illustration of this building see HCA, Vol. III, p. 104. The previous three-story City Hall and Court House in the block bounded by N. LaSalle, W. Randolph, N. Clark, and W. Washington streets perished in the fire of 1871. The City Hall just mentioned was first occupied in March, 1871. It is illustrated and described in GCSU.

HOWLAND BLOCK 1, 1869–1871 fire, formerly the Honore Block and the Real Estate Exchange, at the southwest corner of S. Dearborn and W. Monroe streets, fronting 189.5 feet on the former and 46.4 feet on the latter, was five stories high, with one basement, on spread foundations. Otis L. Wheelock was

the architect. It is illustrated in CIM, p. 126; in HCA, Vol. II, p. 564; and in LO for January, 1870, p. 8, and December, 1870, p. 316, with descriptions. HOWLAND BLOCK 2, 1872-1911, known also as the Honore Block and the Real Estate Exchange, was built on the same site on which the Westminster building now stands, by Wheelock & Thomas, architects, and was the "most imposing office building erected after the fire." A photograph is in CIM, p. 241. It is illustrated in IC, Vol. 1; in OBD for 1910, p. 101; in OMSM; in TYF; and in LO for August, 1873, p. 141, with a description on p. 134. The Central Trust Company of Illinois opened its doors here on July 8, 1902 (OMSM).

CAMBRIDGE building, 1872-1946, at the northwest corner of N. Wells and W. Randolph streets, fronting 180 feet on the former and 80 feet on the latter, formerly known as the Garden City Block, built by Henry H. Honore, was seven stories and one basement high. An illustration and a brief description are in RMNV, pp. 133 and 134. The site is now a parking lot.

WM. B. PIERCE building, 1872- , at 512-14 S. Wabash avenue, was an iron-front building four stories and one basement high. The frontage was not less than 50 feet. It is illustrated in OYF, and in LO for June, 1872, p. 88, with a description on p. 94.

HEATH & MILLIGAN building, 1872- , at 155-59 W. Randolph street, was five stories and one basement high. It is illustrated in LO for August, 1872. This was the third building of this name on this site; the first was burned in August, 1870, and the second in the fire of 1871.

SENECA D. KIMBARK building, 1872- , at 177-87 N. Michigan avenue, on the southeast corner of E. Lake street, was five stories and one basement high. It fronted 132 feet on N. Michigan avenue and on the former Central avenue, and 140 feet on E. Lake street. An illustration is in CAC, p. 214, and in SGC, p. 313. The south portion, still a five-story building, is illustrated in TYF, and in LO for March, 1873, p. 36. This portion was rebuilt on the old site after the great fire.

LORD & SMITH building, at 115-17 N. Wabash avenue, known as 115 N. Wabash Avenue building, built in 1872 as a six-story building with one basement, is now five stories high. It has a frontage of 24 feet and a depth of 163 feet. It is illustrated and described in LO for August, 1873, p. 148. The facade was of galvanized iron on brick backing, the first instance of such construction in Chicago. A J. W. Reedy elevator was used. Cochrane & Miller were the architects.

BAY STATE building, originally a part of the Springer Block, at the southwest corner of N. State and W. Randolph streets, built in 1872, is six stories and one basement high, on spread foundations. Carter, Drake & Wight were the architects. Photographs are in DSS; in CYT, p. 60; and in CIM, p. 346. A view is in RMNV, p. 149, with a brief description. A view of the original four-

story building is in TYF, and in LO for September, 1878, p. 157. A photograph in CIM, p. 111, and in CYT, p. 60 (taken in 1857), shows the four-story building of Charles Tobey and Brother on this corner.

RKO GRAND THEATER, at 119-21 N. Clark street, built as the Grand Opera House, six stories high, became Hooley's Opera House in 1880 and later Four Cohans, and then Cohan's Opera House; in 1927 it resumed its maiden name of the Grand Opera House. Photographs are in CIM, pp. 429 and 581. A description is in SGC, p. 123, with an illustration (p. 364) of the interior. Bryan Hall, 1860-1871 fire, occupied this site before the great fire, at which time it had become Hooley's Theater.

ATHENAEUM building, 1872-1929, was at 59 E. Van Buren street, the site of the present Socony-Vacuum Co. building. It was seven stories and one basement high, on spread foundations. A view is in RMNV, p. 31, with a brief description. An illustration is in OBD for 1916, p. 24. A description of the remodeling (1890) for the use of the Chicago Athenaeum is in SGC, p. 265.

OLD MARSHALL FIELD & CO. WHOLESALE WAREHOUSE, 1872- , originally known as the Field & Leiter Wholesale building, was at the northeast corner of N. Wacker drive and W. Madison street, with a frontage of 190 feet on Market street (before widening) and 200 feet on W. Madison street. The building, five stories and one basement high, was erected in 100 days. A brief description and an illustration are in RMNV, pp. 97-98. An illustration is in LO for February, 1872, p. 25, with a description on p. 23. The site is now occupied by the Hearst building. Previous to the fire of 1871 this corner was occupied by the Garden City Hotel.

LEANDER J. McCORMICK BLOCK, 1872- , at the northwest corner of N. Wabash avenue and E. Lake street, was five stories and one basement high. W. W. Boyington was the architect. A photograph is in CIM, p. 322, and in CYT, p. 74; an illustration is in LO for October, 1872, p. 168.

M. D. WELLS & CO. building, 1872-1907, at the southeast corner of S. Market and W. Madison streets, was five stories and one basement high. An illustration and a description are in LO for August, 1872, p. 141, and in OYF. The Hunter building now occupies this site.

ANDREWS building, 1872-1892, at 19-21 S. LaSalle street, with a frontage of 55 feet, was a four-story and one-basement building on the front 66 feet of the site of the present Association building. An illustration is in TYF, and in LO for December, 1872, p. 204, with a description on p. 206. Before the fire of 1871 this site was occupied by the Arcade building, which was built in conformity with the adjoining Major Block. T. V. Wadskier was the architect of both the latter buildings as well as of the Andrews building.

ORIENTAL building 2, 1872-1907, at 12-18 N. LaSalle street, with a frontage of 75½ feet and a depth of 122 feet, was five stories and one basement

high. John M. Van Osdel was the architect. A photograph is in OYF, and in LO for October, 1872, p. 173, with a description on p. 170. A photograph of ORIENTAL building 1, which occupied this site and was destroyed by the fire of 1871, is in CIM, p. 391. The site is now occupied by the north 75-foot frontage of the LaSalle Hotel.

NORTHERN PACIFIC building, 1872-1929—known later as the Northern office building—at 151-57 W. Lake street, 80 feet square, at the southwest corner of N. LaSalle and W. Lake streets, was six stories and one basement high. The building was remodeled in 1891. A brief description and an illustration are in RMNV, pp. 117 and 118, and a photograph is in OBD for 1901, p. 138. A one-story building now occupies the site, narrowed 20 feet by the widening of N. LaSalle street. The Charles F. Grey building, 1868-1871 fire (August Bauer, architect), was on this site (T, p. 96).

DOGGETT building, 1872-1925, was at the southeast corner of N. Wabash avenue and E. Lake street, fronting 100 feet on the former and 40 feet on the latter, five stories and one basement high. Otto H. Matz was the architect. An illustration is in LO for July, 1872, p. 113, with a description on p. 118.

OLD FARWELL BLOCK, 1872- , at 300-30 W. Monroe street, from the northeast corner of S. Market street to the northwest corner of S. Franklin street, was five stories and one basement high. John M. Van Osdel was the architect. An illustration and a brief description are in RMNV, pp. 96 and 197. The east portion of the block, fronting approximately 230 feet on W. Monroe street and 190 feet on S. Franklin street, is illustrated in LO for April, 1872, p. 57, with a description on p. 54. The west addition completed the frontage on W. Monroe street to S. Market street, approximately 90 feet, with a depth on S. Market street of 110 feet. This addition is illustrated in LO for September, 1872, p. 149, with a description on p. 150. The northeast corner of S. Market and W. Monroe streets is now occupied by a parking lot; the northwest corner of S. Franklin and W. Monroe streets, by the Hart, Schaffner and Marx building.

McCORMICK building, 1872-1926, at the northwest corner of N. Michigan avenue and E. Lake street, was five stories and one basement high. John M. Van Osdel was the architect. An illustration is in LO for October, 1872, p. 169. A brief description and an illustration are in RMNV, pp. 125 and 126. The site is now occupied by the 200 N. Michigan Avenue building.

HIBBARD, SPENCER, BARTLETT & CO. BLOCK, 1872- , originally known as the Reed Block, at the northeast corner of N. Wabash avenue and E. Lake street, fronting 140 feet on the former and 48 feet on the latter, was five stories and one basement high. Wheelock & Thomas were the architects. A brief description and an illustration are in RMNV, pp. 125 and 126, and in LO for April, 1872, pp. 54 and 68. An illustration is in CRT, p. 111.



Courtesy of Chicago Historical Society

FIG. 15. MONTAUK, 1882

BONFIELD building, 1872- , at 208-10 W. Randolph street, was built four stories and one basement high, with a frontage of 54 feet and a depth of 162 feet. L. D. Cleveland was the architect. An illustration is in LO for July, 1872, p. 120. The ground is now a parking lot.

SCHLOESSER BLOCK, 1872-1903, at the northwest corner of S. LaSalle and W. Adams streets, was four stories and one basement high. A brief description and an illustration are in RMNV, pp. 38 and 39. The site is now occupied by the National Republic Bank building.

LAFAYETTE building, 1872-1925, was at the southwest corner of N. LaSalle and W. Randolph streets. It was six stories and one basement high, on spread foundations. A view is in RMNV, p. 141, with a description of the building.

MUSIC HALL building, 1872- , on the alley at the rear of 66-72 W. Randolph street, 80 feet wide by 100 feet deep (Burling & Adler, architects), is illustrated in LO for October, 1873, p. 173, with a description on p. 174. The entrance was 17 feet wide from 169 N. Clark street. The theater was later called the Olympic Theater and now is the Apollo Theater, with an entrance through the Ashland Block at 74 W. Randolph street. Theodore Thomas first played here in October, 1873. The Aiken's Museum Theater, 1863-1871 fire, later known as Col. Wood's Museum, occupied this site where Kingsbury's Hall stood formerly. A photogravure and a description of the Museum are in CBFP. A photograph of the Museum is in CIM, pp. 147, 151, and 152, and in CYT, p. 86. The Kingsbury building, 66-72 W. Randolph street, five stories and one basement high, occupies the front portion of this site, in which was the old Union Hotel, an interior photograph of which is in CYT, p. 76, and in CIM, p. 141.

C. H. FARGO building, 1872- , at the southwest corner of S. Market and W. Madison streets, was four stories and one basement high. It is illustrated and described in LO for August, 1873, p. 144.

EVENING POST building, 1872-1932 — known formerly as the Gardner building — at 173-75 W. Washington street, five stories and one basement high, was built in 1872 and rebuilt in 1891. It had a 40-foot frontage. An illustration and a brief description are in RMNV, pp. 140 and 141. A two-story building now occupies the site.

ROBBINS building 2, 1872- , was at the southeast corner of N. Wells street and W. Wacker drive, fronting 150 feet on the former and 80 feet on the latter. It was five stories and one basement high. John M. Van Osdel was the architect. An illustration is in OYF, and in LO for November, 1872, p. 198, with a description on p. 186. A photograph is in CIM, p. 590. The building replaced ROBBINS building 1, 1856-1871 fire, an iron-front building by the same architect. Another ROBBINS building, with an iron front, was built in

1872 by the same architect at the northeast corner of N. Wells and W. Lake streets, was of the same height, and fronted 150 feet on the former street and 80 feet on the latter; it is illustrated in OYF, and in LO for November, 1872, p. 199, with a description on p. 186.

COMMERCIAL HOTEL, 1872- , at 50-56 W. Lake street, five stories and one basement high, 150 feet deep, was at the northwest corner of N. Dearborn street. An illustration and a brief description are in RMNV, pp. 51, 117, and 118. This building was known later as the Commercial building; a photograph is in OBD for 1911, p. 57. A photograph of the structure as a four-story building is in CIM, p. 357. The site is now a parking lot.

DAVIDSON & SONS' building, 1872- , five stories and one basement high, with a one-story warehouse on the west of the main building, was at the southwest corner of N. Orleans street and W. Carroll avenue. An illustration and a brief description are in RMNV, pp. 167 and 168.

PETER PAGE building 2, 1872-1912, at the southwest corner of N. Wabash avenue and E. Washington street, built for occupancy by D. B. Fisk and Co., was five stories and one basement high. John M. Van Osdel was the architect. An illustration is in TYF, and in LO for December, 1872, p. 212. PETER PAGE building 1, 1869-1871 fire, was by the same architect. The Marshall Field and Co. Annex building now occupies this site.

JOHN ALSTON & CO. building, built in 1872, at 180-84 W. Randolph street, is five stories and one basement high, with a frontage of 40 feet and a depth of 165 feet. An illustration is in LO for September, 1872, p. 148, with a description on p. 150.

C. M. HENDERSON & CO. building, 1872- , at the southeast corner of S. Franklin and W. Madison streets, fronting 190 feet on the former and 50 feet on the latter, was five stories and one basement high. Burling & Adler were the architects. An illustration is in OYF, and in LO for September, 1872, p. 145, with a description. "The building was provided with the Davis steam hoisting machines, rendering all the floors equally accessible."

GIBBS building, 1872-1922, originally the Odell Block, was at the northwest corner of S. Wabash avenue and E. Adams street, fronting 70 feet on the former and 135 feet on the latter. It was five stories and one basement high. Lavall B. Dixon was the architect. There is an illustration and a brief description in RMNV, pp. 54 and 55. An illustration is in OYF, and in LO for June, 1872, p. 97, with a description on p. 94. The site is now occupied by the 30 E. Adams Street building.

166 W. WASHINGTON STREET, formerly the Central Bank building, seven stories and one basement high, was rebuilt after the fire of 1871. The ornate south facade went through the fire, but was modernized in 1892. An illustration and a brief description are in RMNV, pp. 132 and 133.

166-68 W. LAKE STREET building, 1872-1941, was built by William Blair & Co., five stories and one basement high, with a frontage of 60 feet and a depth of 144 feet. Burling & Adler were the architects. Photographs are in DSS. An illustration is in OYF, and in LO for October, 1872, p. 172, with a description on p. 170.

WABASH-RANDOLPH building, built in 1872, and formerly known as the Fairbank building, is at the northeast corner of N. Wabash avenue and E. Randolph street. It is six stories and one basement high. An illustration and a brief description are in RMNV, pp. 125 and 126.

DEARBORN BLOCK, 1872-1919, known also as the Sprague, Warner & Co. building, was at the northwest corner of N. Michigan avenue and E. Randolph street on the site of the present John Crerar Library. The building was five stories and one basement high, and fronted 138 feet on N. Michigan avenue and 129 feet on E. Randolph street. An illustration and a brief description are in CAC, p. 218, and in RMNV, pp. 125 and 126. John M. Van Osdel was the architect. Sprague, Warner & Co. occupied also the five-story building at 72-74 E. Randolph street, across the alley to the west of the building named above. This building is illustrated in CAC, p. 218.

31 S. STATE STREET building, built in 1872, is six stories and one basement high, on spread foundations. The entire front has been remodeled. Photographs are in DSS. An illustration of the original building, known as the Home Sewing Machine building, is in LO for January, 1873, p. 11, with a description.

115-21 N. WELLS STREET building, 1872- , formerly known as the Alexander White Block, was a seven-story building owned by the Eugene S. Pike estate. An illustration of it as a five-story building is in HCA, Vol. III, p. 759. In 1919 the lower two stories were modernized, and in 1939 the five upper stories were removed by W. Gibbons Uffendell, architect, the two lower stories remaining. A photograph is in The Chicago Tribune of February 17, 1940.

C. H. McCORMICK building, built in 1872, at 65-69 E. Lake street, is five stories and one basement high. John M. Van Osdel was the architect. It is illustrated in LO for October, 1872, p. 169.

BOWEN building, built in 1872, at 62-74 E. Randolph street, is five stories and one basement high. W. W. Boyington was the architect. It is illustrated in TYF, and in LO for June, 1873, p. 105, with a description on p. 99. The west 40 feet was replaced in 1938 by a two-story building, with steel frame, fireproof and air-conditioned, designed for an additional story and having no interior columns.

20-22 S. STATE STREET building, built *ca.* 1872, was six stories and one basement high, on spread foundations. In 1942 the two upper stories were removed and the front elevation was remodeled. Photographs are in DSS.

ROYAL PALM building, 1872–1903, later known as the Bennett House, at 16 W. Monroe street, is described and illustrated in LO for January, 1873, p. 10. A four-story building with one basement, it was a favorite resort, where a large variety of palms were on exhibition.

KEITH BROTHERS building, built in 1872, at 323–31 W. Madison street, 55 feet by 170 feet, was five stories and one basement high. John W. Roberts was the architect. It is illustrated in OYF, and in LO for August, 1872, p. 132, with a description on p. 130. One story has been added to the west portion.

WHEELER & WILSON building, 1872– , at 29 S. State street, was five stories and one basement high. It was a pioneer in the use of large window openings. It is illustrated in LO for September, 1873, p. 160, with a description on p. 162.

WILLIAMS building, 1872– , at 115–21 N. Dearborn street, with a frontage of 60 feet and a depth of 80 feet, was four stories and one basement high. J. R. Willett was the architect. It is illustrated in TYF, and in LO for October, 1873, p. 177, with a description on p. 178. A Commonwealth Edison substation now occupies this site.

WASHINGTON-DEARBORN building, built in 1872, at 56 W. Washington street, on the northwest corner of N. Dearborn street, was at one time known as the Beachey & Lawlor building. It is five stories and one basement high. John M. Van Osdel was the architect. An illustration of it as a four-story building is in LO for May, 1873, p. 89, with a description on p. 79. Photographs are in DSS.

LASALLE building, 1872–1908, at the northwest corner of N. LaSalle and W. Madison streets, was five stories and one basement high. It was known also as the Empire Block. The frontage on N. LaSalle street was 53.25 feet and the depth 81 feet 2 inches. Dixon and Hamilton were the architects. A brief description and an illustration are in RMNV, pp. 39 and 40. An illustration is in TYF, and in LO for April, 1873, p. 57, with a description on p. 58. The Metropolitan National Bank was located in this building. The site is now occupied by the LaSalle Hotel.

RANDOLPH building, at the southeast corner of N. Clark and W. Randolph streets, is six stories and one basement high. It was built *ca.* 1872, and was for some time known as the Batchelder building. It fronts 70 feet on Clark and 30 feet on Randolph. A pre-fire photograph of this corner is in CIM, pp. 149 and 387, showing the five-story McCarthy building.

MCCARTHY building, built in 1872, at the northeast corner of N. Dearborn and W. Washington streets, fronting 36 feet on the former and 80 feet on the latter, is four stories and one basement high. John M. Van Osdel was the architect. Photographs are in CIM, p. 574, and in DSS. In the early 1880's this building was part of the Williams Block, 101–21 N. Dearborn street.

FULLERTON BLOCK, built in 1872, at 108-14 N. Dearborn street, is five stories and one basement high. John M. Van Osdel was the architect. Photographs are in DSS. (See also Washington-Dearborn building.)

AVERILL BLOCK, 1872- , was at the northeast corner of S. Wabash avenue and E. Van Buren street, fronting 106 feet on the former and 100 feet on the latter. It was four stories and one basement high. It is illustrated in LO for April, 1872, p. 61, with a description on p. 54.

SPAULDING building, built in 1872 by Charles Tobey as a five-story building, was six stories and one basement high, at 301-03 S. State street, on the southeast corner of E. Jackson street. It fronted 40 feet on S. State and 145 feet on E. Jackson. Gurdon P. Randall was the architect. It was later known as the Komiss building. A photograph is in CHC, p. 187; in CRT, p. 114; and in CIM, pp. 353 and 372. A brief description and an illustration are in RMNV, pp. 24 and 25. Four stories were removed in 1940. Photographs of the building in both conditions are in DSS. A granite facing was added to both street facades in 1947. An illustration of the original building is in LO for May, 1872, p. 72, with a description on p. 74, and in LO for May, 1873, p. 83, with a description on p. 87.

HOOLEY'S THEATER, 1872-1924, at 124 W. Randolph street, was four stories and one basement high, on the site of the present west portion of the Sherman Hotel. A photograph is in CIM, p. 146; an illustration and a brief description are in RMNV, pp. 83, 116, 117; and an illustration is in HCA, Vol. III, p. 665. A description is in SGC, p. 125, with an illustration of the interior (p. 149). In 1893 the theater was remodeled by Wilson & Marshall, architects, and the name was changed to Power's Theater.

BALDWIN PIANO CO. building — formerly the McCormick building — at 323-25 S. Wabash avenue, built in 1872 as a five-story and one-basement structure, is illustrated in LO for October, 1872, p. 176. A sixth story has been added.

VAN BUREN HOTEL, built in 1872, at the southwest corner of S. Sherman and W. Van Buren streets, is five stories and one basement high. It was formerly known as the Atlantic Hotel. A brief description and an illustration are in RMNV, pp. 73 and 74.

RANDOLPH-FRANKLIN building, at 306-10 W. Randolph street, built in 1872, was entirely reconstructed in 1927 by Albert Anis, architect. The east third of the building is five stories high; the rest seven. Photographs are in DSS.

FOWLER-GOODSELL-WALTERS BLOCK, 1872- , was at 133-39 N. Clark street, with a frontage of approximately 67.5 feet and a depth of 161.5 feet. It was five stories and one basement high. W. W. Boyington was the architect. An illustration is in LO for March, 1872, p. 41.

S. B. COBB building, 1872– , at 165 W. Lake street, was four stories and one basement high. John M. Van Osdel was the architect. The site is now a parking lot.

LAKE MICHIGAN building, at 201–15 N. Michigan avenue, on the northeast corner of E. Lake street, is six stories and one basement high. It was erected *ca.* 1872. In 1919 a new front was built, and the first floor was raised to conform with the new street grades created by the Michigan Avenue Improvement. The north half of the reconstruction was done by Jarvis Hunt, architect, the south half by William Ernest Walker, architect.

HOYT building, 1872–1921, at the southwest corner of N. Michigan avenue and E. Wacker drive, was five stories and one basement high, with a frontage of 100 feet on each street. A brief description and an illustration are in RMNV, pp. 159 and 160. An illustration is in CAC, p. 213, and a photograph is in CIM, p. 258. The site was originally occupied by Fort Dearborn. It is now occupied by the London Guarantee building.

STANDARD OIL CO. building, 1872– , at the southwest corner of N. Wabash avenue and E. Wacker drive, was five stories and one basement high. A brief description and an illustration are in RMNV, pp. 159 and 160. The site is now occupied by the Pure Oil building.

CENTRAL MANUFACTURING BLOCK, 1872–1926, later known as the Electric Block, at the southwest corner of N. Wacker drive and W. Washington street, was six stories and one basement high. It fronted about 190 feet on N. Wacker drive before the widening of that street. An illustration and a brief description are in RMNV, pp. 97 and 98. An illustration of the structure as a five-story building is in LO for March, 1874, p. 43, and a photograph as a five-story building is in CIM, p. 357. The Electric building was constructed on the south portion of the site in 1903. The site is now occupied by the Civic Opera building.

25–27 S. WABASH AVENUE building, erected *ca.* 1872 and extensively remodeled *ca.* 1925 by Doerr Brothers, architects, is six stories and one basement high.

1–3 N. STATE STREET building, 1872–1899, originally the Richards, Shaw & Winslow Store and later the E. H. Sargent & Co. building, at the northeast corner of E. Madison street, fronting 53 feet on State and approximately 150 feet on Madison, was five stories and one basement high. W. W. Boyington was the architect. A photograph is in CIM, p. 264. An illustration is in HCA, Vol. III, p. 74; in SGC, p. 584; in LO for May, 1872, p. 73, with a description on p. 74; and in CAC, p. 217. The site is now occupied by Mandel Brothers Store building.

21–23 S. WABASH AVENUE building, erected *ca.* 1872, and remodeled *ca.* 1928 by Graven & Mayger, architects, is six stories and one basement high.

KENT building, 1872-1892, at 122-26 W. Monroe street, was six stories and one basement high. A brief description and an illustration are in RMNV, pp. 38 and 39. The LaSalle-Monroe building now occupies the site.

UNION building 2, 1873-1893, was at the southwest corner of N. LaSalle and W. Washington streets. It was five stories and one basement high and was 101 feet square. Wheelock and Thomas were the architects. The Western Union Telegraph company's central office was on the third, fourth, and fifth floors. The building is illustrated in LO for June, 1872, p. 89, with a description on p. 94. A brief description and an illustration are in RMNV, pp. 140 and 141. The site, now occupied by the 30 N. LaSalle street building, had for a few years been occupied by the four-story UNION building 1, 1868-1871 fire, a photograph of which is in CIM, p. 390. The Union National Bank was in each of the UNION buildings.

STEELE-WEDELES building, 1873-1925, was at the southwest corner of N. LaSalle street and W. Wacker drive on the site of the present Builders building. It was six stories and one basement high. A photograph is in CIM, p. 229.

WINDSOR-CLIFTON HOTEL, 1873-1927, formerly the Clifton House, was at the northwest corner of S. Wabash avenue and E. Monroe street, on the site of the present Carson, Pirie, Scott & Co. building. It was a six-story structure with one basement. John M. Van Osdel was the architect. A photograph is in CIM, p. 325, and in *The Hotel Monthly* for June, 1912. A view of the building is in CAC, p. 46, and in RMNV, p. 55, with a brief description on p. 51. VO gives the following contract costs: carpentry, \$43,840; painting, \$2,377; cast iron, \$6,750; galvanized iron, \$2,400; plumbing, \$5,800; draining, \$650; masonry, \$47,500; plastering, \$14,500; and cut stone, \$4,000 — a total of \$127,817. The first story was 16 feet 2 inches; the second, 15 feet 2 inches; the upper stories, 12 feet 3 inches.

OLD OTIS BLOCK, 1873-1910, at the southwest corner of S. LaSalle and W. Madison streets, fronting 190 feet on the former and 90 feet on the latter, was four stories high. George H. Edbrooke was the architect. A photograph and a description are in TYF, and in LO for July, 1873, p. 121. The Otis building now occupies this site.

QUINCY building, 1873-1905, at the northeast corner of S. Clark and W. Adams streets, was five stories and one basement high, fronting 89 feet on Clark and 90.5 feet on Adams. A brief description and an illustration are in RMNV, pp. 46 and 47. The Edison building now occupies this site.

GRAND PACIFIC HOTEL 2, 1873-1895/1921, covered the block bounded by S. Clark, W. Quincy, S. LaSalle, and W. Jackson streets, on the site of the present Continental Illinois Bank building. W. W. Boyington was the architect. The building was six stories high, with one basement, rebuilt on the

spread foundations of the original structure (see below). It is illustrated in HCA, Vol. III, p. 361. A photograph of the exterior and of the dining room is in CIM, pp. 132 and 133, and in CYT, p. 85. A view is in RMNV, p. 15, with a brief description on pp. 16 and 51. A description is in SGC, p. 354, and a photograph is in T, p. 77. The west half of the building was torn down *ca.* 1895 to make way for the Illinois Trust and Savings Bank building. The east half was remodeled by Jenney and Mundie, architects, and continued in operation as a hotel until demolished to make way for the present Continental Illinois Bank building. A photograph is in *The Hotel Monthly* for June, 1912. GRAND PACIFIC HOTEL 1, a six-story building on this site, was being completed when it was destroyed by the fire of 1871. An illustration, description, floor plan, and cross-section of this building are in LO for April, 1870, pp. 80 and 82; an illustration, drawings, and a description are in LO for March, 1871, pp. 69, 72, and 73. W. W. Boyington was the architect.

C. & N. W. RY. OFFICE building, 1873—, at the southeast corner of N. Orleans and W. Kinzie streets, was three stories and one basement high. An illustration is in LO for March, 1875, p. 40. The site is now occupied by the Merchandise Mart building.

LOYAL HOTEL, 1873—, at the southwest corner of N. Michigan avenue and E. South Water street, was six stories and one basement high. A brief description and an illustration are in RMNV, pp. 159 and 160. The site is now occupied by the Carbide and Carbon building.

CHICAGO REAL ESTATE EXCHANGE building, 1873–1940, at 40 N. Dearborn street on the southwest corner of W. Washington street, fronting 90 feet on the former and 40 feet on the latter, was the first “fireproof” building in Chicago. It was first known as the Kendall and then as the Equitable building. It was eight stories and one basement high, on spread foundations. A description of the fireproofing is in LO for July, 1872, p. 115. A photograph is in WSE for December, 1944, p. 115. Terra cotta floor arches, illustrated in AEF, and terra cotta partitions were used here for the first time; they are described in LO (above). An illustration of the structure as a six-story building is in CAC, p. 182, and as an eight-story building in CRT, p. 54. In 1854, Orrin Kendall had constructed on this site a four-story bakery building—illustrated in OYF, and in LO for February, 1872, p. 17, with a description on p. 20—which remained until 1871, when a new Kendall building (LO for October, 1871, p. 316) was begun. It perished in the great fire of that year. John M. Van Osdel was the architect both of this building and of its successor, which was demolished in 1940 to make way for a new two-story building. The property has been acquired by the Chicago Title & Trust Co., which now owns the entire north half of the block except the Methodist Temple building.

STATE-RANDOLPH building, built in 1873, at the northwest corner of N. State and W. Randolph streets, was formerly known as the Dyche building.

It is now seven stories and one basement high, on spread foundations, two stories having been added in 1890 by John M. Van Osdel, architect of the original building. Photographs are in DSS.

MCCORMICK BLOCK 2, 1873–1920, was on the southeast corner of N. Dearborn and W. Randolph streets, with a frontage of 100 feet on the former and 80 feet on the latter. It was six stories and one basement high, on the site of the present United Artists Theater. John M. Van Osdel was the architect. An illustration is in LO for October, 1872, p. 169. A brief description and an illustration are in RMNV, pp. 148 and 149. A previous MCCORMICK BLOCK 1, 1860–1871 fire, had replaced Isaac Cook's Young America Hotel, 1853–1859 (CIM, p. 104, with an illustration) on this site (HE). The Young America Hotel was later called the Revere Hotel. The latter building is illustrated in HCA, Vol. II, p. 596. McCormick Block 1 is illustrated in CIJ, in a view of N. Dearborn street, with Tremont House 3.

BRIGGS HOUSE 2, 1873–1928, was at the northeast corner of N. Wells and W. Randolph streets, the site of the present 188 W. Randolph Street building. It was five stories high, with one basement. John M. Van Osdel was the architect, as he had also been for BRIGGS HOUSE 1, 1856–1871 fire, on the same site. The first Briggs House is described and finely illustrated in CIJ and in CBFP. The second Briggs House is illustrated by photograph in CIM, p. 131, and in CYT, p. 82. A view is in RMNV, p. 133, with a brief description on p. 50.

EXPOSITION building, 1873–1891, was on S. Michigan avenue at the foot of E. Adams street. It is illustrated in CIM, pp. 168 and 169; in OMSM; in CAC, p. 59; and in HCA, Vol. III, p. 655. W. W. Boyington was the architect.

PIKE BLOCK, at the southwest corner of S. State and W. Monroe streets, fronting 80 feet on the former and 120 feet on the latter—also known as the Ayer building and now occupied by the W. T. Grant Co. store—was built in 1873. John W. Roberts was the architect. The building is five stories high, with one basement, on spread foundations. It was the first home of the Academy of Fine Arts, now the Art Institute (OMSM). Photographs are in DSS. An illustration is in OYF, and in LO for October, 1872, p. 165, with a description on p. 170.

T-R building, first known as the Illinois Staats Zeitung building and then as the Firmenich building, at 184 W. Washington street, on the northeast corner of N. Wells street, fronting 40 feet on Washington and 110 feet on Wells, is eight stories and one basement high. It was built in 1873 with Bauer and Loebnitz as the architects. A photograph is in CIM, and in CRT, p. 31. A view as a six-story building is in RMNV, p. 133, with a brief description, and in LO for June, 1872, p. 85, with a description on p. 94. A photograph of the eight-story building is in OBD for 1916, p. 79, and in CIM, p. 575; a photograph of the six-story building is in CIM, p. 595.

TIMES building, 1873–1925, was at the northwest corner of N. Wells and W. Washington streets, on the site of the present Morton building. It was 80 feet square and was five stories and one basement high, on spread foundations. James R. Willett was the architect. A view is in CAC, p. 63, and in RMNV, p. 133, with a description. An illustration is in CIM, p. 595, and in LO for April, 1872, p. 49, with a description on p. 54.

HOBBS building, built *ca.* 1873, at 68 W. Washington street, is seven stories and one basement high, on spread foundations.

MARINE building, 1873–1928, at the northeast corner of N. LaSalle and W. Lake streets, fronting 151 feet on the former and 80 feet on the latter, was originally six stories and one basement high. A story was added *ca.* 1890. Twenty feet of the Lake street frontage was taken in the widening of N. LaSalle street. Burling and Adler were the architects for the building, of which a brief description and an illustration are in RMNV, pp. 117 and 118. Before the great fire the corner was occupied by the Marine Bank building, four stories and one basement high; an illustration is in CIM, p. 378; in CYT, p. 26; and in CIJ and CBFP, with a description. The site is now occupied by a two-story building.



Courtesy of Chicago Historical Society

FIG. 16. THIRD COURT HOUSE, 1885

AMERICAN EXPRESS COMPANY building, 1873-1919, at 21-29 W. Monroe street, with a frontage of 90 feet and a depth of 190 feet, was an early work of Charles D. Gambrill and the noted Boston architect Henry H. Richardson (LO for April, 1874, pp. 56 and 57). Peter B. Wight was associated with them. Five stories were built in 1873; two were added in 1896. An illustration of the five-story building, then known as the American Merchants Union Express Company building, is in TYF, and in LO for November, 1872, p. 197, with a description on p. 186. The building was on spread foundations and had one basement. The site is now a parking lot.

REAPER BLOCK, built in 1873, at 72-84 W. Washington street, on the northeast corner of N. Clark street, fronting about 120 feet on Washington and 100 feet on Clark, is nine stories high, with no basement. It is on spread foundations. John M. Van Osdel was the architect. A photograph is in CIM, p. 577; in CHC, p. 83; and in OBD for 1920, p. 206. A view is in LO for October, 1872, p. 176, and in RMNV, p. 141, with a brief description.

TONTY HOTEL, built *ca.* 1873, at the southeast corner of S. State and E. 8th streets, is six stories and one basement high, and on spread foundations. Photographs are in DSS.

36 S. CLARK STREET building, built *ca.* 1873, is six stories and one basement high, on spread foundations.

LIGHT building, at the northwest corner of N. Franklin and W. Madison streets, built *ca.* 1873, is six stories and one basement high, on spread foundations.

WILLIAMS building, at the southeast corner of S. Wabash avenue and E. Monroe street, built in 1873, is five stories and one basement high. A photograph is in CIM, p. 326. An illustration and a brief description are in RMNV, pp. 54 and 55.

STATE SAVINGS INSTITUTION building, 1873- , later known as the Merchants' National Bank building, at 124-26 N. LaSalle street, was four stories and one basement high, with a frontage of 45 feet and a depth of 98 feet. L. D. Cleveland was the architect. An illustration is in TYF, and in LO for August, 1873, p. 132, with a description on p. 134. A photograph is in CIM, p. 565.

SCHLESINGER & MAYER building, 1873-1903, originally the Bowen building, was at the southeast corner of S. State and E. Madison streets, fronting 60 feet on the former and 70 feet on the latter. It was seven stories and one basement high. W. W. Boyington was the architect. A brief description and an illustration are in RMNV, pp. 47 and 48. An illustration of the original five-story building is in TYF, and in LO for November, 1872, p. 200, with a description on p. 187. This building was replaced by the third unit of the Carson, Pirie, Scott & Co. building, erected in 1904.

McCORMICK HALL, 1873—, at the northeast corner of N. Clark and W. Kinzie streets, 80 feet by 120 feet, was four stories and one basement high. The exterior is illustrated in LO for October, 1872, p. 177, and the interior in LO for October, 1873, p. 176. W. W. Boyington was the architect. The building was later known as Jacobs Clark Street Theater. Until the fire of 1871 the site had been occupied by the Foster House, later known as the Revere House. The site is now a parking lot.

STEWART building 1, also known as the Stewart-Busby Block, at the northwest corner of N. State and W. Washington streets—site of the St. James Hotel, 1868–1871—was built in 1873. It was five stories and one basement high. An illustration is in LO for April, 1874, p. 52, with a description on p. 58. STEWART building 2 now occupies the site.

BURDICK HOUSE, 1873—, at the southeast corner of S. Wabash avenue and E. Adams street, was five stories and one basement high. T. V. Wadskier was the architect.

BALLARD BLOCK, 1873–1912, later known as the Ely building, at the southwest corner of S. Wabash avenue and E. Monroe street, with a frontage of 100 feet on the former and 85 feet on the latter, was five stories and one basement high. Victor Roy was the architect. An illustration is in TYF, and in LO for June, 1873, p. 104. The Goddard building now occupies the north 53 feet of this site.

CONTINENTAL HOTEL, 1873–1909, at the southeast corner of S. Wabash avenue and E. Madison street, was four stories and one basement high. An illustration and a brief description are in RMNV, pp. 55 and 56. The structure was once the home of the Chicago Public Library. The Mallers building now occupies this site.

ADAMS-STATE building—formerly known as the Tobey Furniture Co. building and then as the Leader building—is at the northeast corner of S. State and E. Adams streets, and was built in 1873. It is four stories and one basement high. A brief description and an illustration are in RMNV, pp. 54 and 55. A photograph is in CYT, p. 65; detailed photographs are in DSS. An illustration of the Leader building is in CRT, p. 103, and a photograph is in CIM, pp. 272 and 327.

DICKEY building, 1873–1922, six stories and one basement high, was at the southwest corner of N. Dearborn and W. Lake streets, on the site now occupied by the Selwyn-Harris Theater. Burling and Adler were the architects. An illustration and a brief description are in RMNV, pp. 148 and 149. A photograph is in OBD for 1916, p. 69. The Chicago Public Library occupied the upper floor before moving into the City Hall. The Dickey building was the home also of the Northwestern University Law School before the School moved to the southeast corner of N. Dearborn and W. Lake streets.

MERCHANTS building, 1873-1928, at the northwest corner of N. LaSalle and W. Washington streets, was a seven-story and one-basement building, on spread foundations, occupying the entire site of the present 100 N. LaSalle street building. Otis L. Wheelock was the architect. The National Bank of America was located in this building, a photograph of which is in CIM, p. 250. A view as a five-story building is in RMNV, p. 133, with a brief description. An illustration of the seven-story building is in OBD for 1910, p. 130.

HOVEY building, at the southwest corner of S. Franklin and W. Monroe streets, was built in 1873. It is five stories and one basement high. A brief description and an illustration are in RMNV, pp. 105 and 106.

GALBRAITH building, 1873-1941, was at the northeast corner of N. Franklin and W. Madison streets, fronting 132.5 feet on the former and 80.9 feet on the latter. It was six stories and one basement high, on spread foundations. Cochrane & Miller were the architects. A view is in RMNV, p. 39, with a description. A view as a five-story building is in LO for November, 1872, p. 181, with a description on p. 186. An illustration of the original five-story building is also in TYF. The site is now a parking lot.

A. C. McCLURG building, 1873-1899, at the northwest corner of N. Wabash avenue and E. Madison street, was six stories and one basement high. A brief description and an illustration are in RMNV, pp. 47 and 48. The site is now occupied by Mandel Brothers Store.

GREISHEIMER building, 1873-1948, originally known as the Saloon building, at 187-97 N. Clark street, on the southeast corner of W. Lake street, was five stories and one basement high. John M. Van Osdel was the architect. An illustration and a brief description are in RMNV, pp. 148 and 149. The original Saloon building, 1836-1871 fire (CIM, p. 71, with an illustration) on this corner was a three-story frame building which is described and illustrated in HCA, Vol. I, p. 180, and in CYT, p. 33. The three four-story buildings at 173-85 N. Clark street were removed in 1948. A photograph of all four buildings is in The Chicago Daily News of July 12, 1947.

HADDOCK BLOCK, *ca.* 1873- , at the northeast corner of S. Wabash avenue and E. Monroe street, was five stories and one basement high. It is illustrated in LO for August, 1875, p. 120, and in HCA, Vol. III, p. 391. A photograph is in CIM, p. 369. The Champlain building now occupies this corner.

LAKESIDE building 2, 1873-1926, was a six-story and one-basement building at the southwest corner of S. Clark and W. Adams streets, fronting 100 feet on the former street and 125 feet on the latter, on the north portion of the site of the present Bankers building. William LeBaron Jenney was the architect. A photograph is in CIM, and a view is in RMNV, p. 15, with a brief description. An illustration and a description are in LO for August, 1872, p.

142. A previous building of this name had reached the fifth story when the fire of 1871 occurred. Cass Chapman was the architect.

COLLONADE building, 1873– , at 11–19 N. State street, with a frontage of 96 feet and a depth of 150 feet, was on a portion of the site of the pre-fire Book Sellers Row at 111–23 (old number) State street. This five-story, marble-front building is illustrated in GCSU, p. 89. A photograph of it in 1868 is in CIM, pp. 263 and 264; in CYT, p. 63; and in TYF. An illustration of the Collonade building is in LO for December, 1872, p. 201, with a description on p. 206, and in HCA, Vol. III, p. 74. The building was five stories and one basement high. Wheelock & Thomas were the architects. The site is now part of Mandel Brothers Store building.

MERCHANTS HOTEL, built *ca.* 1873, at 100–04 W. Lake street, on the northwest corner of N. Clark street, is now known as the Reed Hotel. It is four stories and one basement high, and fronts 40 feet on Lake and 110 feet on Clark. Photographs are in DSS.

HUBBARD HOTEL, formerly known as the Revere House, at the southeast corner of N. Clark and W. Hubbard streets, fronting 100 feet on the former and 120 feet on the latter, was built in 1874. It is six stories and one basement high. The two upper stories were added at a later date. An illustration as the original Mackin Hotel is in LO for January, 1875, p. 5. A photograph is in The Chicago Tribune, May 24, 1947. The hotel, recently known as the Capitol Hotel, suffered a disastrous fire on December 9, 1948 (Chicago Daily News, December 10, 1948).

CHICAGO MUSEUM building, 1874–1881, about 60–70 W. Monroe street, on the “Lombard Lots” where stood the pre-fire Lombard Block, was a monumental-type building, five stories and one basement high. Thomas Tilley was the architect. It is illustrated in LO for June, 1874. The building fronted 102 feet on W. Monroe street and was 190 feet deep. Custom House Place then separated it from Haverly’s Theater, which occupied the former site of the Chicago Post Office and Custom House.

HOLY NAME CATHEDRAL 2, at 733 N. State street, on the northeast corner of E. Superior street, was built in 1874–75 by an eastern architect, P. C. Kelley. An addition was by Henry J. Schlacks, architect. Spread foundations were used, but in 1915 four caissons were built under the spire, which is 210 feet high. Illustrations are in HCA, Vol. III, p. 765, and in IC. Photographs are in CIM, p. 199; in CAA; and in DSS. On this site, in 1851, was built a little frame church known as the Church of the Holy Name of Jesus. The first Holy Name Cathedral, 1854–1871 fire, was on the same site, 84 feet by 190 feet. The building was 87 feet to the ridge, with a spire 245 feet high. Burling & Baumann were the architects (T, p. 55).

225-29 S. MARKET STREET building, formerly known as the Yondorf building, at the southeast corner of W. Quincy street, built in 1874 and remodeled in 1892, is 10 stories and one basement high. A brief description and an illustration are in RMNV, pp. 105 and 106.

LUNT building, 1874- , at 69-73 W. Washington street, was four stories and one basement high. It is illustrated in LO for May, 1874, p. 76.

DELAWARE building, at 36 W. Randolph street, on the northeast corner of N. Dearborn street, part of the building formerly known as the Bryant and as the Real Estate Board building, was built in 1874. It is eight stories high, with one basement, on spread foundations. A photograph is in CIM, pp. 385 and 576. Photographs are in DSS. A brief description is in RMNV, p. 148. An illustration is in HCA, Vol. III, p. 306, and in OBD for 1901, p. 151. The original Bryant building, five stories high and fronting 80 feet on N. Dearborn and 120 feet on W. Randolph street, is illustrated in LO for June, 1874 (frontispiece), with a description on p. 87. Wheelock & Thomas were the architects.

LORRAINE HOTEL, at the southeast corner of S. Wabash avenue and E. Van Buren street, built *ca.* 1874, is six stories and one basement high.

GENERAL CLARK HOTEL, *ca.* 1874-1945, at 215-19 N. Clark street, was formerly known as the St. Charles Hotel. It was six stories and one basement high. On January 16, 1945, a disastrous fire occurred in which fourteen persons lost their lives. Later in the year the damaged building was razed. It was built four stories high. An illustration is in LO for April, 1874.

222 W. MONROE STREET building, at the northeast corner of S. Franklin street, was formerly known as the Field building, was built in 1874, and is six stories and one basement high. An illustration and a brief description are in RMNV, pp. 96 and 97.

PHELPS, DODGE & CO. building, 1874-1911, at 7-9 N. State street, five stories and one basement high, was on the site of the present Mandel Brothers Store building. John M. Van Osdel was the architect. An illustration is in HCA, Vol. III, p. 74.

SHOPS building, at 17-25 N. Wabash avenue, with a frontage of 72 feet, was built in 1875, and was remodeled *ca.* 1920 by A. S. Alschuler, architect. It is six stories and one basement high, on spread foundations. An illustration and a description are in OBD for 1920, p. 216.

CARSON, PIRIE, SCOTT & CO. WHOLESALE building, 1875-1926, was at the northwest corner of S. Franklin and W. Adams streets. It was six stories and one basement high. An illustration is in CRT, opposite p. 84, and an illustration and a brief description are in RMNV, pp. 105 and 106. The site is now occupied by the 300 W. Adams Street building.

WALSH building, at the northeast corner of N. Franklin and W. Lake streets, built *ca.* 1875, is six stories and one basement high. Photographs are in DSS.

PORTER BLOCK, 1875–1899, at the northwest corner of S. Clark and W. Adams streets, was four stories and one basement high. John M. Van Osdel was the architect. A brief description and an illustration are in RMNV, pp. 38 and 39. The site was later occupied by the Merchants Loan & Trust Co. building, 1900–1931, and is now occupied by the Field building.

500–10 S. STATE STREET building, built in 1875, is four stories and one basement high. Photographs are in DSS. The building has been condemned and will be removed by the Department of Subways and Superhighways, City of Chicago.

MONROE-LASALLE GARAGE building, formerly the Bradner Smith building, at 173–75 W. Monroe street, is six stories and one basement high. Built *ca.* 1875, it was remodeled extensively for garage use in 1923.

BUTLER PAPER CO. building, at 221–29 W. Monroe street, built *ca.* 1875, was five stories and one basement high. One story has been added to the west half.

111–19 S. WELLS STREET building was two separate buildings. The north 60-foot portion was built *ca.* 1875, the south 23-foot portion *ca.* 1885; both are six stories and one basement high.

423–29 S. WABASH AVENUE building, formerly known as the Giles building, built *ca.* 1875, is six stories and one basement high. Otis L. Wheelock was the architect.

WABASH-MONROE GARAGE building, at 125–29 S. Wabash avenue, built *ca.* 1875, was remodeled in 1918 for the use of O. W. Richardson Co., who occupied the building until 1940, when it was remodeled extensively by M. Louis Kroman, architect, for its present use.

VICTORIA HOTEL, *ca.* 1875–1908, at the northwest corner of S. Michigan avenue and E. Van Buren street, on the site of the present McCormick building, was known formerly as the Beaurivage Bachelor Apartments. It was six stories and one basement high. A photograph is in RMNP; in CYT, pp. 39 and 42; and in CIM, p. 294. A view is in RMNV, p. 65, with a brief description on pp. 58 and 66, and in *The Hotel Monthly* for June, 1912. An illustration as a five-story building is in HCA, Vol. III, p. 55. The frontage on S. Michigan avenue was the same as that of the McCormick building, but on E. Van Buren street it was 110.5 feet.

BOYLESTON building, 1875–1925, was at 327–35 S. Dearborn street, extending through to S. Plymouth Court. It was six stories and one basement high, on spread foundations. A view is in RMNV, p. 23, with a description.

201-05 W. MADISON STREET building, at the southwest corner of S. Wells street, built *ca.* 1875, is six stories and one basement high.

DALEIDEN building, at 218-20 W. Madison street, built *ca.* 1875, is six stories and one basement high.

HENRICI RESTAURANT building, at 67-71 W. Randolph street, built *ca.* 1875, is six stories and one basement high, on spread foundations. Photographs are in DSS.

POTTHAST'S RESTAURANT building, at the northwest corner of S. State and W. Van Buren streets, built *ca.* 1875, is six stories and one basement high. Photographs are in DSS.

ST. REGIS HOTEL, at the southwest corner of N. Clark street and W. Grand avenue, built *ca.* 1875, is six stories and one basement high, on spread foundations. The north corner portion, 54 feet by 80 feet, was known formerly as The Albany.

UNION TRUST & SAVINGS BANK building, 1876-1905, at 1-17 N. Dearborn street, on the northeast corner of W. Madison street, was five stories and one basement high. A brief description and an illustration are in RMNV, pp. 47 and 48. Partial photographs as the Manierre building are in CIM, pp. 407 and 408. The site is now occupied by the State-Madison building, formerly known as the Boston Store.

FITCH building, 1876- , was at the southwest corner of N. Franklin and W. Randolph streets. It was five stories and one basement high. An illustration and a brief description are in RMNV, pp. 133 and 134. The north end of this site is now occupied by a parking lot, and the south end by the Parke, Davis & Co. building.

BURTON ESTATE building, 1876- , at 11 W. Lake street, was on the site of the present State-Lake building. John M. Van Osdel was the architect.

ROOS, HENSHAW & CO. building, built in 1876, later known as the Liquid Carbonic and now as the LCB building, is a five-story structure at the southeast corner of N. Franklin and W. Illinois streets. An illustration is in CAC, p. 215.

DE JONGHE'S HOTEL, 1876-1939, formerly the Chicago Club, 1876-1893, was at 12 E. Monroe street, site of the recent Monroe Garage building. It was six stories high, with one basement, on spread foundations. Treat & Foltz were the architects. Illustrations are in HCA, Vol. III, p. 391; in CAC, p. 71; and in AA for May 6, 1876, with a description in AA for August 19, 1876, p. 271. A photograph is in CIM, p. 325. The Columbus Club occupied this building after the Chicago Club moved to their new building. In 1898 it was rented to De Jonghe, who then had a restaurant in the Masonic Temple.



Courtesy of Chicago Historical Society

FIG. 17. OLD BOARD OF TRADE, 1885

CRILLY building, a typical post-fire building, at the northeast corner of W. Monroe and S. Dearborn streets, now known as the 35 S. Dearborn Street building, was built in 1878 to the height of five stories on spread foundations. Three stories were added in 1888. It was constructed for the printing trades. A photograph is in SCM; in CIM; in OBD for 1941-42, p. 383; and in DSS. It was the home of the Stock Exchange, and the building was so called for a time prior to the construction of the 30 N. LaSalle Street building. An illustration is in CRT, p. 32. A brief description and an illustration are in RMNV, pp. 47 and 48.

MULLEN building, at the southwest corner of W. Madison and S. Market streets, built in 1878, is five stories and one basement high. A brief description and an illustration are in RMNV, pp. 96 and 97. This building and another of the same height adjoining on the west were occupied later by the New Gault Hotel and are now occupied by the Weston Hotel. The proposed widening of S. Market street (extension of N. Wacker drive) will remove the east 54 feet of this building, and will therefore probably entail its complete demolition.

CHICKERING HALL, 1878-1916, formerly known as the Weber Music Hall, at 300-04 S. Wabash avenue, extending west to the alley, on the southwest corner of E. Jackson street, was six stories and one basement high, on spread foundations. An illustration and a brief description are in RMNV, pp. 31 and 32. The Kimball building now occupies this site.

COMMERCIAL TRADE building, 1878- , at 2-20 S. Franklin and 301-07 W. Madison streets, on the southwest corner, was five stories and one basement high, on spread foundations. An illustration and a brief description are in RMNV, pp. 96 and 97. The site is now a parking lot.

QUINCY building, 1878-1930, at 24-30 W. Quincy street, was eight stories and one basement high. The site is now occupied by the Palmer House Garage.

LEITER building, of which W. Le Baron Jenney was architect, now stands at 200-08 W. Monroe street. It was formerly known as the 208 W. Monroe Street building and is now known as the Morris building. Though not of skeleton construction, it was a distinct advance over the other buildings of its decade. The building permit was issued on August 16, 1879. Five stories and one basement on spread foundations were completed in 1879; two stories were added in 1888. The design live load was 250 pounds per square foot. Eight-inch by 12-inch cast-iron columns were set flat against the east and west walls and the piers to support the timber girders, which run east and west. One column at the stairway was set flush in the wall. The joists are 3 inch by 12 inch at 9-inch centers, running north and south. At the north party wall the joists are embedded in the wall. At the south wall the joists are supported on two 7-inch iron beams that bear on the brick piers and on the cast-iron mul-

lions between the triple windows between the piers. The mullions are continuous as columns from the foundations to the roof. Cast-iron lintels, bolted to the columns, support the brick spandrels. Had the wall columns been inserted in the piers and had three more columns been added, the construction would have been essentially skeleton construction. A photograph is in SCM; a view is in RMNV, p. 39, with a brief description.

SARATOGA HOTEL, at 27 S. Dearborn street—formerly known as the Chambers building, 21–25 S. Dearborn street, and the Evening Journal building, 27–29 S. Dearborn street, both built *ca.* 1879—is seven stories and one basement high, on spread foundations. A photograph is in CIM, p. 368, and in DSS. A view is in RMNV, p. 47, with a brief description. An earlier home of The Chicago Evening Journal is illustrated in CIM, p. 80.

CENTRAL MUSIC HALL, 1879–1901, at the southeast corner of N. State and E. Randolph streets, on the site of the present “North” building of the Marshall Field & Co. Store, with a frontage of 120 feet on N. State street and a depth of 150 feet, was six stories high, with one basement. Dankmar Adler was the architect. It is illustrated in HCA, Vol. III, p. 652. A photograph is in CIM, pp. 150 and 350, and in CYT, p. 67. A view of the building is in CAC, p. 62, and in RMNV, p. 125, with a brief description on pp. 87 and 124. A description is also in LSM, and in SGC, p. 120.

159 N. MICHIGAN AVENUE building, built in 1879, seven stories and one basement high, on spread foundations, was remodeled *ca.* 1920.

ATLAS BLOCK, 1879–1940, was at the northwest corner of N. Wabash avenue and E. Randolph street, with a frontage on the latter street of 138 feet. It was five stories and one basement high. An illustration and a brief description are in RMNV, pp. 125 and 126. A photograph is in The Chicago Tribune of February 17, 1940. The site is now a parking lot.

ADAMS building, at 315–21 W. Adams street and 310–18 W. Quincy street, built *ca.* 1879, is seven stories and one basement high.

BISHOP building, formerly the Laffin building, at the southeast corner of N. Wabash avenue and E. Randolph street, with a frontage of 48 feet on the former and 81 feet on the latter, was built in 1879, five stories and one basement high. A brief description and an illustration are in RMNV, pp. 125 and 126. The two lower stories have been remodeled and two stories have been added.

WABASH HOTEL, at the southwest corner of S. Wabash avenue and E. Harrison street, built *ca.* 1879, is four stories and one basement high.

FAIRBANKS, MORSE & CO. building, 1879–1925, five stories and one basement high, was at the northwest corner of N. LaSalle and W. Lake streets.

An illustration and a brief description are in RMNV, pp. 117 and 118. A photograph of a pre-fire five-story building on this corner is in CIM, p. 359. The site is now a parking lot.

CYRUS McCORMICK residence, on the west half of the block bounded by E. Huron, N. Rush, and E. Erie streets, was completed in 1879. Adolph Cudell was the architect. It is described in T, p. 119.

RAND McNALLY building, 1880-1900, at 125 W. Monroe street, later the site of the Central Trust Company, was five stories high. It is illustrated in OMSM.

BORDEN BLOCK, 1880-1916, at 50-56 W. Randolph street, was 80 feet square and six stories high. It occupied the northwest corner of W. Randolph and N. Dearborn streets. Dankmar Adler was the architect. This is reputed

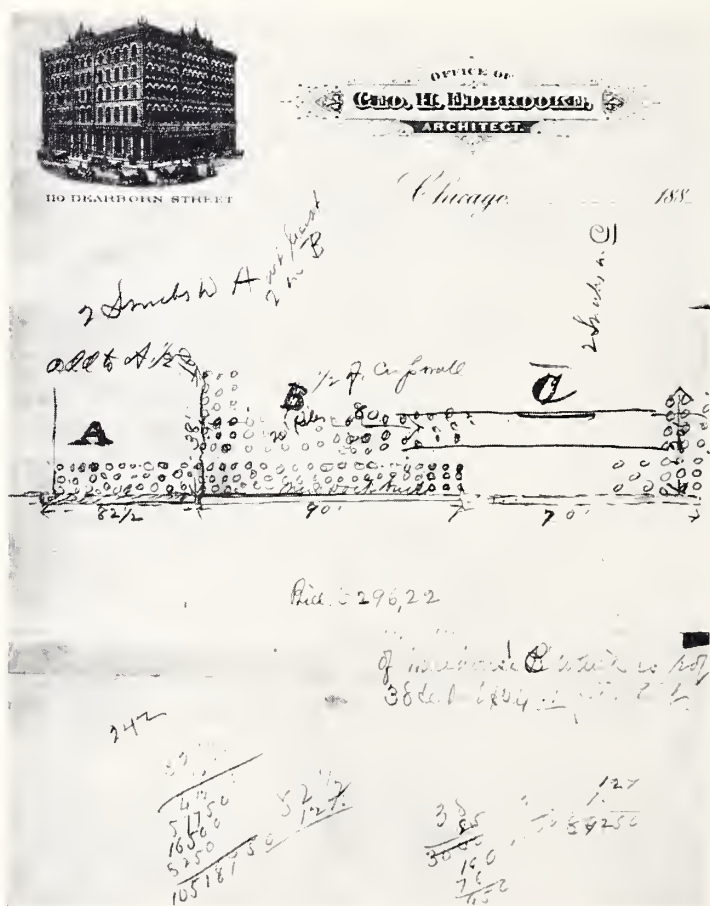


FIG. 18. PILE PLAN FOR SIBLEY WAREHOUSE, 1883

Wm. Simons & Connell,

Contractors, Builders of House Truss Roofs,
and Timber Manufacturers,

101 E. 1st St., No. 100 WASHINGTON ST.

Chicago,

1888

Specifications for Foundations and Docks
for the Great W. & C. Chicago River.

Four walls, Drive 3 Rows of 30 foot oak
Piles, each pile not less than 14 in. diam
at the foot, 8" at small end. Saw off these
Piles as shown on Plan, labeled Three and
fourth on each row of Piles a Course
of 4" x 14" oak planks, across these
three rows a continuous reflecting of
4" oak plank so spliced to the
under Courses, showing 7 feet wide
and 90 feet long ready for footing Cais-
sions, Pier Caisson about 8 feet
north of building line to leave the
same number of piles and to be
blanked in the same manner and
to be the same in every particular
except that the Piles may be 20 long
and not less than 12" in diameter at
small end. * Dock is to be 11 feet

foot Piles each 14" dia at butt, and
driven on Rock. Line of feet from
Center to Center. Piles with a row
of oak timbers 12' x 14" framed on
the piles, draw board and framed
in the barrel parameis, on top of this
12 x 14" timbers so bolted with steel
strut bolts as shown of 12 x 12' oak
timbers placed with the lower Cais in front
leaving a place for joists to rest.
Joists and planking of pine to make
up the space bet building and Dock
timber.
Exchange of goods
18 Rods every two feet. A tending to a
main pile of oak timbers at least ten
miles in diameter north of the line of
Piers, and through a 12 x 12' oak timber
in front of building line and about
on the water line, 18 Rods with double
heads, nuts and washers, through each
dock pile and the last course timber
18 Rods
to the same 1852270.
* In Case in driving 105 feet
that when the pile is driven per foot of
additional work will save 100 dollars when the bed is

FIG. 19. PILE SPECIFICATIONS FOR SIBLEY WAREHOUSE

to be the first building on isolated footings. A photograph is in LSM, and in CIM, p. 385; a view is in RMNV, p. 117, with a brief description. The Woods building now occupies this site.

329 W. MONROE STREET building, at the southeast corner of S. Market street, built *ca.* 1880, is eight stories and one basement high. It is shown in RMNV, p. 105. The Cleveland building, five stories and one basement high (A. J. York, architect), was built on this site in 1872, fronting 50 feet on S. Market street and 90 feet on W. Monroe street; it is described and illustrated in LO for September, 1872, p. 156, and illustrated in OYF.

HASKEL building, at the southeast corner of S. Market and W. Adams streets, built *ca.* 1880, is seven stories and one basement high. An illustration is in RMNV, p. 105.

CREST building, at 227-29 W. Van Buren street, built in 1880 and remodeled in 1909, is seven stories and one basement high, on spread foundations.

320-26 W. ADAMS STREET building, at the northeast corner of S. Market street, built *ca.* 1880, is six stories and one basement high.

320-22 W. JACKSON STREET building, formerly known as the Garden City Warehouse, at 319-23 W. Quincy street, was built *ca.* 1880. It is six stories and one basement high. An illustration is in CAC, p. 206.

6-8 W. HUBBARD STREET building, built *ca.* 1880, is six stories and one basement high, of ordinary construction, on spread foundations. This building was used as a quartermaster's warehouse from which blankets were shipped to the western Indians. M. W. Fairchild & Bros. moved into it *ca.* 1898.

DR. V. C. PRICE building, at the southwest corner of N. Wabash avenue and E. Illinois street, built in 1880, is six stories and one basement high.

226 S. WELLS STREET building, formerly known as the Foster building, at the southwest corner of W. Quincy street, built *ca.* 1880, is seven stories and one basement high. An illustration is in RMNV, p. 105, which shows it adjoining the Owings building on the north. The building was remodeled extensively in 1934 by Graham, Anderson, Probst & White, architects.

173-77 S. WELLS STREET building, built *ca.* 1880, is six stories and one basement high.

OHIO building, at 141-49 W. Ohio street, on the southwest corner of N. LaSalle street, built *ca.* 1880, is seven stories and one basement high. In the widening of N. LaSalle street, 20 feet was removed and a new street front was built by Holabird & Root, architects, in 1930.

Period III: From 1881 to 1900

This was the golden age of building in Chicago. Greater advances were made in this twenty-year period than in any other similar time. To the 10-story Montauk building (1882-1902) was first given the name of "skyscraper." The first building of skeleton construction, the Home Insurance, followed in 1885. Structural steel came into use, and wrought-iron beams and cast-iron columns were being replaced. Fireproofing of the columns and floor steel became general. The elevator and skeleton construction now enabled buildings to rise to a height of 12, 13, and 16 stories and then to the 21-story height of the wonder of the world, the Masonic Temple (1892).

The development of S. Dearborn street began with the building of the Polk Street Station, which was completed in 1883. Then followed the Donohue & Henneberry, Printers Block, Monon, Manhattan, Caxton, Pontiac, Monadnock, Great Northern Hotel, Fair Store, Old Colony, Marquette, Great Northern office building and theater, and the Fisher, all on S. Dearborn street.

S. LaSalle street became the financial district. Among the buildings built there were the Calumet, Mallers, Gaff, Counselman, Insurance Exchange, Royal Insurance, Board of Trade, Home Insurance, Rialto, Rookery, and New York Life. The Stock Exchange was built at 30 N. LaSalle.

In proportion to population about eighty percent as much building was done in this period as in the five decades that have followed. The younger architectural firms availed themselves of the possibilities of skeleton construction, and buildings took on a more modern look.

Chicago was stimulated also by the planning and construction of the World's Columbian Exposition of 1893.

The use of piles had not been attempted in the loop for the simple reason that no satisfactory method of driving the piles had been discovered. The method then [prior to 1890] in use was to lift a four- or five-ton weight up to the head of the derrick, release it, letting it strike from a distance of twenty-five feet. The resulting vibration was so excessive that adjoining property owners objected and even enjoined the contractor from further driving. A little later a steam hammer for pile driving was devised and put into operation. This gave a light blow with great rapidity, causing the piles to penetrate (EAR).

The practical limit of height for spread foundations had now been reached, but another type of foundation was being developed, the Chicago caisson, and at the close of this period the first building entirely supported on caissons was erected.

GRANNIS BLOCK, 1881-1885 fire, at 21-29 N. Dearborn street (Burnham & Root, architects), was seven stories high with one basement, on spread foundations. It had a red brick and red terra cotta front, with wood floor construction. The cast-iron columns were fireproofed with $2\frac{1}{2}$ inches of terra cotta (BB for 1902, p. 147). An illustration is in HCA, Vol. III, p. 76, showing the Grannis Block south of Portland Block. "The Grannis fire dramatized the passing from the realm of commercial building of the carpenter as a builder" (HE). The Union Bank building was then erected on this site, which is now occupied by a one-story building. A two-story portion of the old building remains at the rear on the alley and is used for automobile parking.

GOODMAN building, formerly known as the Rothschild building, at 210-12 W. Monroe street, was built in 1881. It is five stories high. Adler & Sullivan were the architects. Except for the piers, the front is of cast iron. A photograph is in LSM.

COLUMBIA THEATER, 1881-1900, formerly Haverly's Theater, was at 57 W. Monroe street, later the site of the Inter-Ocean building and the Iroquois Club. The building was six stories high, with one basement. The seating capacity was 2400 and there was a large stage. Oscar Cobb was the architect. The building is illustrated in HCA, Vol. III, p. 403; in CAC, p. 54; and in CIM, p. 152. A description is in SGC, p. 122.

UNION PASSENGER STATION, 1881-1923, at the northeast corner of S. Canal and W. Adams streets, was four stories and one basement high. W. W. Boyington was the architect. It is described and illustrated in RMNV, pp. 109 and 110, and in CAC, p. 38. (See also Chicago Union Station.) A history of the stations of the group of railroads entering this depot is in WSE for 1937, p. 258.

ONTARIO HOTEL, at the southwest corner of N. State and W. Ontario streets, completed in 1881 as a "fashionable apartment house" (building permit issued August 3, 1880), is seven stories and one basement high, on spread foundations. Treat & Foltz were the architects. Photographs are in DSS. An interesting article is in The Chicago Sunday Tribune of August 23, 1942. A photograph is in CRT, p. 20, with a brief description on p. 17.

323-25 W. ADAMS STREET building, running through to W. Quincy street as 320-22 W. Quincy street, is six stories and one basement high. It was built in 1881.

CARTER HARRISON building, at 510-14 S. Dearborn street, four stories and one basement high, on spread foundations, was built in 1882. John J. Flanders was the architect. Second-hand brick were used (HE). This building has been condemned and is to be removed by the Department of Subways and Superhighways, City of Chicago. Photographs are in DSS.

CHARLES B. FARWELL residence, at 120 E. Pearson street, built in 1882, is described in T, p. 181, with a photograph. Treat & Foltz were the architects. A photograph is in CIM, p. 521.

ROBERT LAW building, 1882-1940, at 22-30 S. Market street, with a frontage of 99 feet and a depth of about 275 feet, was six stories and one basement high in the front and four stories high in the rear. John M. Van Osdel was the architect. The architect's record shows a total cost of \$93,446.27, divided as follows—carpentry, \$22,299, and an extra of \$2,745.50; stairs, \$2,958; painting, \$1,095; sky light, \$330; glass, \$4,396.68; plumbing, \$1,950, and extras of \$175.72 and \$252.15; cast iron, \$13,237.98; steam heating, \$4,975; freight hoisting machinery, \$4,200; roofing, \$860; passenger elevator, \$2,500; draining (sewers to river), \$126.49; masonry, \$18,100; asphalt, \$1,486; wire work, \$1,628.30; plastering, \$5,600, plus \$1,226; cut stone, \$2,850, plus \$133.45; and two unidentified items of \$6 and \$315. This is followed by a notation "2% on full cost," presumably the architect's fee.

MONTAUK BLOCK, called the Brooks building on the original drawings, 1882-1902, at 64-70 W. Monroe street, with a frontage of 89 feet, was on the former site of the home of Dr. C. V. Dyer and on the present site of the First National Bank building. Burnham and Root were the architects. Considered the first tall building or skyscraper in Chicago and perhaps in the United States, the Montauk Block was 10 stories in height, with one basement, and was a distinct advance in design. Iron rail grillages were used for the first time to reduce the height of some of the individual spread footings. The story is in HBF. Cast-iron columns were used for the interior columns, with wrought-iron floor beams, and heavy exterior bearing walls. This building was distinguished also as being the first to use flat tile floor arches (WSE for 1904, p. 458; illustrated in AEF). An illustration of the building is in CRT, p. 51; in OMSM; in HCA, Vol. III, p. 66; in T, p. 135, with a description; in IC, Vol. 2; in OBD for 1901, p. 133; and in RMNV, p. 47, with a brief description.

WELLS STREET STATION, 1882-1927, of the Chicago & Northwestern Railway, at the southwest corner of N. Wells and W. Kinzie streets, is described and illustrated in RMNV, pp. 166 and 167, and in CAC, p. 39. See also Chicago & Northwestern Railway Station.

131-33 S. MARKET STREET building, built *ca.* 1882, is six stories and one basement high.

JEWELERS building, at 15-19 S. Wabash avenue, built in 1882, is five stories and one basement high. Adler & Sullivan were the architects.

MAJESTIC apartment building, 1882-1942, at the southwest corner of N. Rush street and E. Walton place, was seven and eight stories high. The ground is now a parking lot.

364-76 W. MONROE STREET building, 1882-1937, was seven stories and one basement high. The site is now a parking lot.

POLK STREET STATION, called also the Dearborn Street Station, on W. Polk street at the foot of S. Dearborn street, was built in 1883. It is three stories high, with a tower and one basement, on spread foundations. Cyrus L. W. Eidlitz was the architect. It is illustrated in HCA, Vol. III, p. 225. A photograph is in CAA; in CHC, p. 106; and in CIM, p. 233. A comprehensive view of the station is in RMNV, p. 110, with a description. The story of the foundations is in HBF. A history of the stations of the Dearborn Street group of railroads is in WSE for 1937, p. 78.

JEWETT building, later known as the Selz building, 1883-1940, at the northwest corner of S. Market and W. Monroe streets, was six stories and one basement high, fronting 99 feet on Market street and 141 feet on Monroe. John M. Van Osdel was the architect. His records show that piles were used. A brief description and an illustration are in RMNV, pp. 96 and 97. A seventh story was added later.

C. B. & Q. OFFICE building, 1883-1926, at the northeast corner of W. Adams and S. Franklin streets, with a frontage of 122 feet on the former and 199 feet on the latter, was six stories high, with one basement, on spread foundations. Burnham & Root were the architects. It is illustrated in HCA, Vol. III, p. 208; in IA for March, 1883; and in IC, Vol. 2. A view is in RMNV, p. 105, with a brief description.

DONOHUE building, formerly known as the Donohue & Henneberry building, at 701-21 S. Dearborn street, was built in 1883 with 200 feet of frontage, eight stories and one basement high, on spread foundations. Julius Speyer was the architect. A view is in CAC, p. 231, and in RMNV, p. 110, with a description. In 1913 the south 100 feet of frontage, the Donohue Annex building, at 723-33 S. Dearborn street, was added, 10 stories and one basement high, on pile foundations (A. S. Alschuler, architect). A photograph in OBD for 1916 shows both buildings.

HIRAM SIBLEY & CO. WAREHOUSE, now the Central Cold Storage Warehouse, occupying 315-31 N. Clark street, at the river, was built in 1883. George H. Edbrooke was the architect. The building is divided into three approximately equal portions—the two west portions seven stories high and the east portion nine stories high—and is supported on spread foundations except for the river frontage, which is supported on three lines of 30-foot oak piles spaced 3 feet apart along the wall. This is the first known use of wood or other piles under a building wall, other than in grain elevators along the Chicago river. The building is illustrated in IA for November, 1883. A photograph is in CIM, p. 320. In 1945 a new concrete dock was constructed, with 45-foot

steel sheet-piling, and the river wall was underpinned with concrete, cutting the tops of the piles off at -2.5 , C.C.D., the new intended river water level. Fifty wood piles, 50 feet long, were added on the river side of the old dimension-stonewall foundations. Mundie & Jensen served as architects, and Frank A. Randall as engineer.



FIG. 20. HIRAM SIBLEY WAREHOUSE, 1883

DEXTER building, at 39 W. Adams street, built in 1883, is eight stories and one basement high, on spread foundations. Clinton J. Warren was the architect. Photographs are in DSS. A view is in RMNV, p. 23, with a brief description. An illustration is in OBD for 1916, p. 67.

AMERICAN COLLEGE OF SURGEONS building, at the northeast corner of N. Wabash avenue and E. Erie street, built in 1883, is three stories and one basement high. Burling & Whitehouse were the architects. An elevation and a floor plan are in AA for February 26, 1881. It was built as a home by Samuel M. Nickerson at a cost of about \$450,000 and known as "Nickerson's Marble Palace." John Drury in *Old Chicago Houses* says: "The marble entrance hall, onyx pillars, alabaster balusters, tiled fireplaces, parquet floors, mantels of rare inlaid woods, beamed ceilings, brass, copper and glass chandeliers, leather paneled walls, and richly carved woodwork . . . are little less than awesome in their grandeur." A general description and a photograph of the building are contained in that book. Interior photographs are in CIM, p. 463, and also an exterior photograph (p. 521). In 1900 the building was sold to Lucius G. Fisher, who occupied it until his death. It was purchased in 1919 by a number of leading citizens and presented to the American College of Surgeons, by whom it is used as their administrative building. No alterations of consequence have been made by succeeding owners, and the building is in a fine state of preservation. The floor construction is of masonry arches supported on iron beams. Adjoining this building to the east and connecting with it, is the John B. Murphy Memorial building, completed in 1926 (Marshall & Fox, architects) and presented to the American College of Surgeons. In the records of the American College of Surgeons is a copy of an interesting letter dated May 22, 1881, from a young architectural draftsman, describing the design of the Nickerson house.

BODIE BLOCK, 1883-1927, was a six-story and one-basement building at the southwest corner of S. Franklin and W. Jackson streets on the site of the present Jackson-Franklin building. An illustration and a brief description are in RMNV, pp. 105 and 106.

NORTHWESTERN building, at the northwest corner of N. Wells and W. Lake streets, built in 1883, is five stories and one basement high. A brief description and an illustration are in RMNV, pp. 166 and 167. A photograph is in OBD for 1916, p. 181.

BRUNSWICK HOTEL, 1883- , at the northwest corner of S. Michigan avenue and E. Adams street, was six stories and one basement high, on the site of the present Peoples Gas Co. building. Burnham & Root were the architects. An illustration and a brief description are in RMNV, pp. 54 and 55. A photograph is in CIM; in CRT, opposite p. 12; and in CHC, p. 198. A photograph in CIM (p. 454) taken in 1871 shows the home of H. H. Honore on this corner.

HUB building, 1883-1947, was at the northwest corner of S. State and W. Jackson streets. The south half was six stories; the north half, formerly the Pelham Hotel, 234-40 S. State street, was five stories and one basement high. An illustration and a brief description are in RMNV, pp. 46 and 47. Photographs are in DSS, and a photograph is in CIM, p. 374.

REVELL building, now known as the Adams-Wabash building, at the northeast corner of S. Wabash avenue and E. Adams, was built in 1883. It is six stories high. Terra cotta slabs were screwed to the bottoms of the wood joists (T, p. 207). Adler & Sullivan were the architects. A photograph is in LSM, and in CIM, p. 327; a view is in RMNV, p. 55, with a brief description.

PARKER building, 1883-1910, at 304-08 S. Sherman street (later known as the Wheeler building), was seven stories high. John M. Van Osdel was the architect. It is illustrated in OBD for 1901, p. 201. Details of the cost of construction are in the architect's books of account (Vol. II, p. 170). The Insurance Exchange building now occupies this site.

MORRISON HOTEL building 1, 1883-1912, was at 71-89 W. Madison street. It was eight stories high, with one basement, and is illustrated in The Hotel Monthly for June, 1912, and in CYT, p. 94. It was replaced by MORRISON HOTEL building 2 (completed in 1914), 23 stories high, with four basements, on caissons. Marshall & Fox were the architects. MORRISON HOTEL TOWER, adjoining the hotel at 15-29 S. Clark street, was completed in 1925; it is 45 stories high, with four basements, on rock caissons. Holabird & Roche were the architects and Frank E. Brown was the engineer. Photographs of all three buildings are in CIM, pp. 424 and 578, and a photograph is in ISA for 1925, p. 72. The Tower replaced an old four-story portion of the hotel.

MALLERS building, 1884-1920, at 224-26 S. LaSalle street, formerly the Farwell Trust building and the Provident building, was at the southwest corner of W. Quincy street on the site of the present Federal Reserve Bank building. John J. Flanders was the architect. This was the first 12-story building in Chicago and was on spread foundations, with one basement. It is illustrated in IA for July, 1885, and in HCA, Vol. III, p. 68. A photograph is in OBD for 1916, p. 205. A brief description is in T, p. 148, and in RMNV, p. 16, with a view showing its location. An illustration is in CRT, p. 52. The south and west walls were party walls.

RYERSON building, 1884-1939, early known as the Gray, Kingman & Collins building, was a six-story building at 16-20 E. Randolph street. Adler & Sullivan were the architects. A photograph is in CAA and in LSM, and an illustration is in CAC, p. 209. The site is now used for a bus station.

CALUMET building, 1884–1913, at 111–17 S. LaSalle street, the site of the addition to the present Borland building, nine stories high with one basement, on spread foundations (Burnham & Root, architects), is illustrated in OMSM. A photograph is in CIM, p. 572. A brief description is in T, p. 145. “The foundations were commenced about two years ago and slowly and steadily they were laid—sufficient time being given them to settle perfectly, which it may be remarked, is too unusual a custom in Chicago building. These foundations are isolated pyramidal piers—a form which has been found to be the only thoroughly reliable one for Chicago” (IA for February, 1884). And yet this “perfect” and “reliable” work endured for less than thirty years.

PULLMAN building, at 79 E. Adams street, on the southwest corner of S. Michigan avenue, was built in 1884. S. S. Beman was the architect. The building is 10 stories high with one basement, on spread foundations (see HBF). It is illustrated in HCA, Vol. III, p. 71. A photograph is in CIM, p. 295; in CHC, p. 107; and in RMNP. A view of the building is in OBD for 1901, p. 149, and in RMNV, p. 31, with a description attached to each picture. A description is in T, p. 146. In its early days the building contained some residential apartments (AAC, p. 77). The famous Tip Top Inn was on the ninth floor for many years; a photograph is in CIM, p. 595, and in CYT, p. 46. The Adams residence was on this corner before the fire of 1871; a photograph is in CYT, p. 36, and in CIM, p. 455.

DAILY TIMES building, at 15–21 S. Market street, now called the Louis Sullivan building, formerly the Troesch building, was built in 1884, six stories high. Adler & Sullivan were the architects. There is a Louis Sullivan plaque in the entrance. A photograph is in LSM and in CCP, p. 136.

OMAHA building, 1884–1913, at the southeast corner of S. LaSalle and W. Van Buren streets, originally known as the Memory and then the Exchange building, was seven stories and one basement high. John M. Van Osdel was the architect. Full details of the construction cost are in the architect's books of account (VO, Vol. II, p. 176). As the Exchange building, in 1892, it was extensively altered by the architect. A brief description and an illustration are in OBD for 1901, p. 143, and in RMNV, pp. 72 and 73. The site is now occupied by the Fort Dearborn Hotel.

GAFF building, 1884–1920, was at 230 S. LaSalle street, on the site of the present Federal Reserve Bank building. It was nine stories high, with a high basement, on spread foundations. Stephen V. Shipman was the architect. It is illustrated in IA for April, 1885. A view showing the location is in RMNV, p. 15, with a brief description. A photograph, including the Counselman building, is in RMNP. A photograph is also in OBD for 1916, p. 90.

BUCKLEN building, 1884–1933, was a six-story and one-basement building, on spread foundations, at the southwest corner of S. Michigan avenue and

E. Eighth street. Oscar Cobb was the architect. An illustration is in CRT, p. 101, and in HCA, Vol. III, p. 753. A photograph is in *The Chicago Tribune* of February 17, 1940; in CIM, p. 298; and in CYT, p. 44. The site is now a parking lot.

CHICAGO MANUAL TRAINING SCHOOL, 1884—, at the northwest corner of S. Michigan avenue and E. Roosevelt road, was four stories and one basement high. S. S. Beman was the architect. A brief description and an illustration are in RMNV, pp. 88 and 89, and in CAC, p. 94. An illustration is also in HCA, Vol. III, p. 153, and in CIM, p. 459. Charles H. Ham has published a history of this institution. A story of its early organization and history is in SGC, p. 268. The ground is now a parking lot.

212-14 S. FRANKLIN STREET building, at the northwest corner of W. Quincy street, built in 1884, is six stories and one basement high.

CHICAGO OPEN BOARD OF TRADE building, 1884-1912, was at 323-31 S. LaSalle street, on the north portion of the site of the present Utilities building. Wheelock & Clay were the architects. The building was six stories high, with one basement, on spread foundations. It is illustrated in HCA, Vol. III, p. 321, and in IA for June, 1884.

COMMERCIAL BANK building, 1884-1933, known as the Mohawk building, as the National City Bank building, and later as the Guardian Bank building, was at the southeast corner of S. Dearborn and W. Monroe streets, with a frontage of 90 feet on the former and 131 feet on the latter. The building was six stories high with one basement, on spread foundations. It was designed by Jaffray & Scott, architects. Illustrations are in IA for March, 1884, and in HCA, Vol. III, p. 352. A photograph is in CIM, p. 365; in CRT, p. 48; in *The Chicago Tribune* of February 17, 1940; and in OBD for 1929, p. 137. A view of the building is in RMNV, p. 47, with a brief description. The site is now occupied by a two-story building.

COUNSELMAN building, 1884-1920, was at the northwest corner of S. LaSalle and W. Jackson streets on the site of the present Federal Reserve Bank building. It was designed by Burnham & Root, architects, and was nine stories high, with one basement, on spread foundations. It is illustrated in HCA, Vol. III, p. 300, and in IA for April, 1884. A brief description is in T, p. 147; and in RMNV, p. 16, with a view showing the location of the building. A photograph is in RMNP, and in OBD for 1910, p. 64.

CHICAGO OPERA HOUSE BLOCK, 1885-1912, was at the southwest corner of N. Clark and W. Washington streets, on the site of the present Conway building. Cobb & Frost were the architects. The building was 10 stories high, with one basement, on spread foundations. It is illustrated in HCA, Vol. III, p. 643, and in IA for April, 1885. A photograph is in CIM, p. 431, and in CYT, p. 87. A view of the building is in RMNV, p. 141, with a brief

description on pp. 82, 136, and 142. A description of the theater is in SGC, p. 121, with an illustration of the entrance (p. 305). A photograph of the five-story pre-fire Lombard Block is in CIM, p. 381.

CHICAGO CLUB building 2, 1885-1929, at 404 S. Michigan avenue, formerly known as the Art Institute building, was the second home of this club (1893-1929); the first was at 12 E. Monroe street, later known as De Jonghe's Hotel. The building was originally (1873-1884) two stories high (photograph in CIM) with one basement. To this structure two stories were added, Burnham & Root being the architects. A photograph is in CAA. An illustration and a description of the original building are in LO for April, 1874. A photograph is in CIM, pp. 138 and 485; in CYT, p. 45; in RMNP; and in IC, Vol. 1. A view is in RMNV, p. 65, with a description. A description is also in T, p. 167. CHICAGO CLUB building 3 replaced the above-named building in 1930. It is 10 stories high, with one basement, on rock caissons. Granger & Bollenbacher were the architects.

14 N. MICHIGAN AVENUE building, formerly known as the Ward building, having a frontage of 144 feet, was built in 1885, with an addition in 1892. It is eight stories high, with one basement, on pile foundations. Beers, Clay & Dutton were the architects. A photograph is in CIM, and in CYT, p. 51.

VICTORIA HOTEL, at 330-38 S. Clark street, with a frontage of about 135 feet on W. Van Buren street, was formerly known as McCoy's European Hotel. It was built in 1885, seven stories high, with one basement, on spread foundations. Gregory Vigeant was the architect. A photograph is in CIM, p. 426. A view of the building is in CAC, p. 47, and in RMNV, p. 73, with a description.

The first combined CITY HALL AND COUNTY BUILDING (1882 '85-1906/08) after the fire, in the block bounded by N. LaSalle, W. Randolph, N. Clark and W. Washington streets, was completed in 1885, five stories and one basement high. The City Hall (John M. Van Osdel, architect) was on a concrete mat foundation, and the County Building on short wood piles (AEF; see also HBF). A photograph of the combined building is in CAA; in CHC, p. 17; in T, p. 124; in OBD for 1901, p. 62; and in IC, Vol. 2. A view is shown in CAC, p. 20; in CRT, p. 6; and in RMNV, p. 141, with a description on p. 130. The County Building is illustrated in HCA, Vol. III, pp. 105, 106, and 250. A photograph is in RMN, and in CIM, p. 479. J. J. Egan and Alex Kirkland were the architects of the County Building, completed in 1882. A photograph of the wrecking of the City Hall is in ER for May 15, 1909, and in CIM, p. 240. The Public Library occupied the entire fourth floor, except the council chamber, until the present library building was erected. A story of the architectural competition, won by Otto H. Matz, is in T, p. 124, along with a photograph of the building as built. The present CITY HALL AND COUNTY BUILDING, on the same site, was completed in 1911. It is 12 stories high,

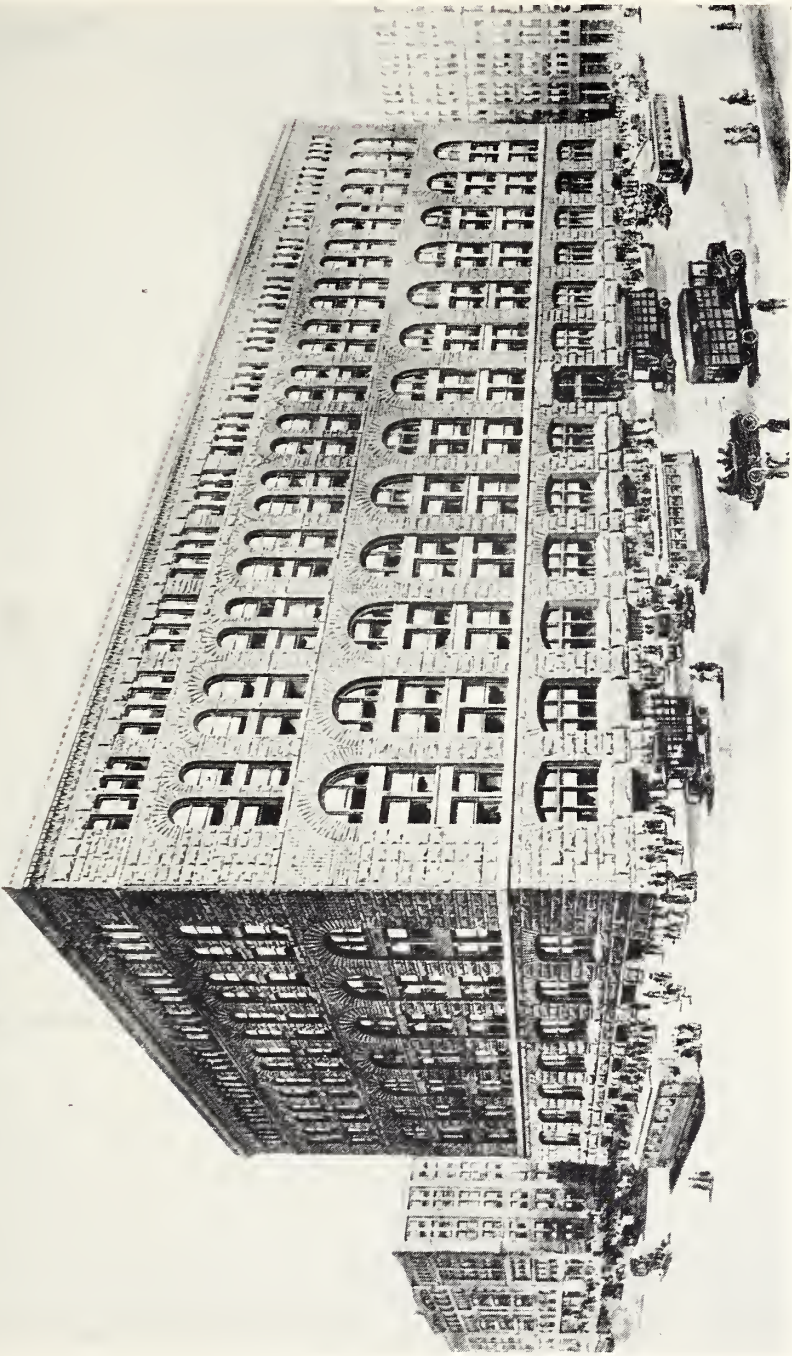


FIG. 21. MARSHALL FIELD WAREHOUSE, 1887

Courtesy of Chicago Historical Society

with two basements, on rock caissons. Holabird & Roche were the architects. The construction of the foundations of the City Hall portion is described in ER for June 12, 1909, and the entire building is illustrated in AR for April, 1912, with photographs and floor plans. A photograph is in CAA, and in CIM, p. 478. The cost of the present Court House building, including architects' fees, was 42.26 cents per cubic foot; and of the present City Hall building, 39.69 cents per cubic foot.

INSURANCE EXCHANGE building, 1885-1912, later known as the Continental National Bank building, was at the southwest corner of S. LaSalle and W. Adams streets, on the site of the present 208 S. LaSalle Street building. It was nine stories high, with one basement, on pyramidal foundations. Burnham & Root were the architects. The building is illustrated in RMNP; in CRT, p. 55; in OBD for 1901, p. 60; in HCA, Vol. III, p. 464; and in IA for July, 1885. A view is shown in RMNV, p. 15, with a description. A photograph is in CHC, p. 124, and in CIM, p. 425.

TRADERS building, 1885-1937, formerly known as the Loan & Trust Co. building, was at 305-15 S. LaSalle street. It was seven stories and one basement high, on spread foundations. Burnham & Root were the architects. A photograph is in CIM, and in OBD for 1929, p. 335.

McCORMICK building, *ca.* 1885-1907, also known as the Harvester building and formerly as the Powers building, was at the northwest corner of S. Michigan avenue and E. Monroe street, on the site of the present University Club building. It was seven stories and one basement high, on spread foundations. A photograph is in CIM, p. 297; in CHC, p. 58; and in CYT, p. 43. A brief description and an illustration are in RMNV, pp. 54 and 55.

RICHELIEU HOTEL, at 318-20 S. Michigan avenue, built in 1885 and later known as the 318 S. Michigan Avenue building, is a six-story and one-basement structure on spread foundations. A photograph is in CIM, p. 138, and in CYT, p. 39. A view showing the location is in RMNV, p. 31, with a description on pp. 32 and 57.

119-23 S. MARKET STREET building, built *ca.* 1885, is seven stories and one basement high.

ROYAL INSURANCE building, 1885-1920, was at 160 W. Jackson street with a frontage on W. Quincy street, on the site of the present Federal Reserve Bank building. W. W. Boyington was the architect. The building was 12 and 13 stories high, with one basement, on pyramidal spread foundations, which are illustrated in ER for May 28, 1898. The building is illustrated in HCA, Vol. III, p. 469; in OBD for 1916, p. 219; and in IA for September, 1884. A photograph is in CIM, p. 559, and a view showing the location of the building is in RMNV, p. 15, with a description. A photograph, including the Continental Bank building, is also in RMNP.

HOME INSURANCE building, 1885-1931, was at the northeast corner of S. LaSalle and W. Adams streets on the site now occupied by the west portion of the Field building. Nine stories and one basement were completed in 1885. Two stories were added in 1891. William Le Baron Jenney was the architect. George B. Whitney, Major Jenney's engineering assistant, was a graduate of the University of Michigan in civil engineering, and for a few years had been employed as a bridge engineer on the Mississippi River Commission. The building permit was issued on March 1, 1884. The building is illustrated in IA for September, 1884; in HCA, Vol. III, p. 463; in CRT, p. 73; and in HSM. A photograph is in CIM, p. 402. A view of the building is in RMNV, p. 39, with a description.

A cross-section of a foundation pier and of the upper soil formation in IA, Vol. VI, No. 6, p. 100, indicates that the concrete base of the dimension-stone pyramidal foundations was to be from 12 feet 6 inches to 12 feet 8 inches below grade, resting upon a "compact clay called hard-pan."

Borings were made in some twenty places over the site, and the thickness of the hard pan (about 6 to 8 feet deep) was found sufficiently uniform to allow of a uniform weight of two tons per square foot to be used as the permanent load on the foundations.

As it was important . . . to obtain a large number of small offices provided with abundance of light, the piers between the windows were reduced to the minimum, and the following system of construction was adopted.

Iron was used as the skeleton of the entire building except the party walls, and every piece of iron was protected from fire by masonry, excepting only some columns so situated as not to be dangerous if left exposed. A square iron column was built into each of the piers in the street fronts; all columns and mullions were continuous from the bottom plate to the top of the building (IA, December, 1885).

The foundations (see HBF) were dimension and rubble stone set on a 2-foot bed of concrete, each column, exterior and interior, having its own independent foundation. While all interior columns extended down through the basement to isolated footings, the columns in the two street walls were supported on granite piers just above the second floor line, the granite first story being preferred by the owners.

The building was set 4 inches high to anticipate settlement. The maximum differential settlement at the end of a year was $\frac{3}{4}$ inch.

Square cast-iron columns are built into brick piers and connected at the top of each window by cast-iron lintels. Each floor of beams and girders is tied together and also bolted to the columns, supplemented by heavy hoop-iron, built into brickwork in every place where increased bond or tie is desired, and also every stone is clamped or anchored so that settlement will produce as little displacement as possible (Jenney).

The interior columns were round and of cast iron. The floors and the fire-proofing of the beams were fire-clay tile arches. The flat tile floor arches are illustrated in AEF.

The Building Commissioner ordered the wall columns could not be inserted up to the lot line in the party walls; thus the plan to build the complete unit as a cage with every column on its own isolated pier footing was defeated. Another ruling was, that

interior vault tiers against the walls should be of solid brick; this was demanded by the Insurance Underwriters. . . . The expansion and contraction of a column 150 feet high and the extreme variation of temperature . . . from the hot days of summer and the excessive cold of winter [was solved] by supporting the walls and floors of each story independently, story by story, on the columns. . . . (SCM).

Permission was granted to substitute the "first shipment of Bessemer beams" from the Carnegie-Phipps Company in the upper stories for wrought-iron beams. "The columns, of course, were still of cast-iron; other shapes being rolled at that time were considered too expensive" (SCM).

On June 13, 1896, F. T. Gates, president of the Bessemer Steamship Company, wrote the editor of ER asking the name of the architect or engineer to whom "the honor is due of discovering or practically working out the idea of lofty steel construction of buildings" (ER, June 27, 1896). Several communications in answer to this question were published, among which were the two following from Chicago and an editorial (ER, July 25, 1896).

C. L. Strobel: "A complete iron skeleton was used for the first time [Home Insurance Building] and the floor loads were carried by this. The walls were not carried by the iron but supported themselves, encasing the columns, which were of cast iron, and closing the building. The walls were of sufficient thickness to perform the double duty of carrying their own weight and of staying the building."

D. H. Burnham: "This principle of carrying the entire structure on a carefully balanced and braced metal frame, protected from fire, is precisely what Mr. William LeB. Jenney worked out. No one anticipated him in it, and he deserves the entire credit belonging to the engineering feat which he was the first to accomplish."

Editorial: "Steel Skeleton Buildings.

"The interesting letters regarding the original of steel-skeleton buildings published in our issue of July 11 and in the present issue possess no little historical importance. . . .

"Whether Mr. George B. Post's initiative, in the interior court of the New York Produce Exchange, or Mr. Jenney's completely executed Home Insurance Building in Chicago, is to be considered the first instance of the skeleton system of construction, it would be idle to attempt to decide, or indeed whether the bare idea may not have been applied elsewhere at some previous time. It is undoubtedly a fact that Mr. Jenney's design was bold, and at the same time well considered, and that its successful execution at once turned attention to the system in a marked manner, and proved to be the stimulus requisite for its general adoption. . . .

"... It should be stated, as a matter of fairness and justice, that the Chicago practice in these respects is, and has been from the first, far in advance of that of New York City, where cast-iron columns, with all their miserable joints and details that go with them, are still freely employed, and where the necessity of wind bracing is frequently ignored. . . .

"It was thought for a number of years that the supposed difference in rates of thermal expansion and contraction of iron or steel and masonry ultimately would constitute a fatal objection to the steel-skeleton construction, and a prominent engineer of Chicago, in a public address, graphically described the writhing efforts of a steel frame during changes of temperature to free itself from the masonry walls. . . ."

In this connection, Burnham and Root urged in 1888 that "some form of wrought iron should be substituted for cast" (ER, September 22, 1888).

On February 13, 1896, Mr. Gates again wrote the editor.

Recalling our inquiry of some months ago . . . we have read with much interest the discussion of the question in your columns. . . . We shall name the new vessel the 'W. LeB. Jenney' after the eminent engineer and architect of Chicago, to whom we think the iron and steel trade is most indebted for this great advance in the construction of buildings (ER, Feb. 20, 1897).

In January, 1924, there being a question in the minds of some whether the walls were carried by the columns in the piers, an examination was made and "the cast lintels were disclosed, bolted securely to the castings of the columns as shown on the original drawings. . . . The entire weight of the walls and piers, together with the floors, is carried by the iron columns in the piers" (SCM).

For many years before the wrecking of this building in 1931, the question which was the first building of skeleton construction had been a matter of discussion—discussion that sometimes grew heated.

Three committees were appointed to make an investigation of the construction as disclosed during the wrecking operations:

1. A committee appointed by the Marshall Field Estate, owners of the building. The chairman was Thomas E. Tallmadge, architect.

2. A committee representing the Illinois Society of Architects and the Chicago Chapter of the American Institute of Architects. Terrell J. Ferrenz was chairman.

3. A committee of the Western Society of Engineers, consisting of J. C. Sanderson, J. L. McConnell and F. J. Thielbar. For the report of this committee see WSE for February, 1932.

After extensive studies, their conclusions may be summarized by the following excerpts.

1. The Field Committee: "We have no hesitation in stating that the Home Insurance Building was the first high building to utilize as the basic principle of its design the method known as skeleton construction, and that there is convincing evidence that Major Jenney in solving the particular problems of light and loads appearing in this building discovered the true application of skeleton construction to the building of high structures and invented and here utilized for the first time its special forms." Concerning certain beams above the sixth floor the Committee report adds that, from a report on "photo-micrographs and chemical analysis and physical tests (ENR, February 18, 1932) . . . this bears out the statement . . . that in this building the first Bessemer steel beams were used, manufactured by the Carnegie-Phipps Company who stated at the time that the Home Insurance Building was the first in the United States to use steel beams in its construction."

2. The Committee of Architects: "We are in complete accord in recognizing the Home Insurance Building as the first tall structure of metal skeleton construction." (The story, with photographs, is in T, p. 193.)

3. The conclusion of the WSE Committee: "The Home Insurance Building was erected during the development period of the skeleton type of building and is a notable example of its type; while it does not fulfill all the requirements of a skeleton type, it was well along in this development and was principally lacking not having curtain walls, no provision in the framing for wind loads, and not having made full provision for starting the masonry above the first floor."

WILKE building, at 111 S. Market street, built *ca.* 1885, is seven stories and one basement high.

192 N. CLARK STREET building, formerly the Ogden building, was built in 1885, eight stories high with one basement, on spread foundations. John M. Van Osdel was the architect. Photographs are in DSS. A photograph and a brief description are in OBD for 1929, p. 241.

BOARD OF TRADE building 3, 1885-1929, was at 141 W. Jackson street. It was 10 stories and one basement high, on spread foundations (see HBF), with a 300-foot tower that was removed *ca.* 1895 on account of excessive settlement. For an account of the settlement see HBF. Phoenix columns were used (AEF). W. W. Boyington was the architect. A photograph is in CAA. An illustration of the building is in CIM, p. 171; in CHC, p. 142; in IC, Vol. 2; and (as a frontispiece) in HCA, Vol. III. A description is in T, p. 165. A view of the building is in CRT, p. 50; in OBD for 1901, p. 35 (tower removed); and in RMNV, p. 15, with a description on p. 143. The present BOARD OF TRADE building 4 was built on the same site in 1930 by Holabird & Root, architects, and Verne O. McClurg, engineer, at a cost of 81 cents per cubic foot of building. It is 45 stories high with three basements, on rock caissons. Photographs are in A for January, 1930, and in CAA.

E. W. GILLETT building, *ca.* 1885-1921, at 89 E. Wacker drive, was six stories and one basement high, adjoining the Hoyt building, which was to the north. An illustration is in CAC, opposite p. 208. The site is now occupied by the London Guarantee building.

DEARBORN building, at 607 S. Dearborn street, on the southeast corner of W. Harrison street, fronting 75 feet on both S. Dearborn street and S. Plymouth court, is six stories and one basement high, on spread foundations. It was built *ca.* 1885.

POTTER PALMER residence, on the east half of the block bounded by E. Schiller and E. Banks streets and N. Lake Shore drive, was built in 1885. Cobb & Frost were the architects. It is described in T, p. 184. A photograph is in CYT, p. 58, and in CIM, p. 521. Illustrations of the exterior and interior are in HCCB, pp. 26 and 27.

11-13 E. HUBBARD STREET building, built *ca.* 1885, is of ordinary construction with cast-iron columns, on spread foundations, seven stories and one basement high. The building was remodeled in 1926 by H. M. Seaton, architect.

12-16 E. HUBBARD STREET building, built *ca.* 1885, is of mill construction, on spread foundations, seven stories and one basement high. James R. Willett was the architect.



Courtesy of Chicago Historical Society

FIG. 22. TACOMA, 1888

BALTIMORE HOTEL, at 503 S. Wells street, built *ca.* 1885, is six stories and one basement high.

PANORAMA buildings, "Jerusalem" and "Battle of Gettysburg," occupied the southeast and southwest corners, respectively, of S. Wabash and E. Balbo avenues in the 1880's.

HARRIS HOTEL, at 807-09 S. State street, built *ca.* 1885, is six stories and one basement high. Photographs are in DSS.

KINSLEY building, 1885-1894, at 62-64 W. Adams street, was five stories and one basement high. A brief description and an illustration are in CRT, pp. 16 and 17, and in RMNV, pp. 46 and 47. Photographs of the exterior and interior are in CIM, p. 139, and in CYT, p. 75.

IMPERIAL building, 1885- , at 304-12 S. Clark street, was four stories and one basement high. A brief description and an illustration are in RMNV, pp. 72 and 73. The site is now a parking lot.

LANDQUIST building, at the southeast corner of N. State and E. Hubbard streets, 100 feet square, built *ca.* 1885, is six stories and one basement high, on spread foundations. Photographs are in DSS.

BUTLER PAPER CO. building, at 231-33 W. Monroe street, on the southeast corner of S. Franklin street, built *ca.* 1885, is six stories and one basement high. It was rebuilt in 1901 by Reid, Murdoch & Co. after a disastrous fire. This corner building was originally five stories high and was occupied by Sweet, Dempster & Co. An illustration is in CAC, p. 189.

PLYMOUTH HOTEL, at the northeast corner of S. Plymouth court and W. Van Buren street, built *ca.* 1885, is six stories and one basement high.

HARDING'S RESTAURANT building, at 158-60 W. Monroe street, built *ca.* 1885, is six stories and one basement high.

RIALTO building, 1886-1940, was at 132-48 W. Van Buren street, on the northwest corner of S. LaSalle street, and was known last as the 332 S. LaSalle Street building and earlier as the Postal Telegraph building. It was built nine stories high, with one basement, on spread foundations, using beam and/or rail grillages. Two stories were added later. The Rialto was so named because of the bridge connecting it with the Board of Trade building. Burnham & Root were the architects. An illustration is in IA for June, 1884. A photograph is in BB for May, 1906; in RMNP; in CIM, pp. 414 and 425; and in DSS. A view of the building is in RMNV, p. 73, with a description.

CLUETT building, *ca.* 1886-1947, was at 512-20 S. Wells street, on the northwest corner of W. Lomax place, and formerly was known as the Sherman building. It was four stories and one basement high, on spread foundations.

Burnham & Root were the architects. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago. Photographs are in DSS.

UNION BANK building, 1886-1933, originally known as the Illinois Bank building, at 21-29 N. Dearborn street, was nine stories high, with one basement. A photograph is in OBD for 1916, p. 250. The Grannis Block was formerly on this site, now occupied by a one-story building. An illustration of the National Bank of Illinois building, seven stories high, is in CAC, p. 172. A two-story portion of the old building, probably used for record storage, still stands on the rear of the lot and is now used for the parking of automobiles.

GLESSNER residence, at the southwest corner of S. Prairie avenue and E. 18th street, completed in 1886 (H. H. Richardson, architect), is described in T, p. 182. It has been acquired by the Illinois Institute of Technology.

UNION LEAGUE CLUB building 1, 1886-1927, at 65 W. Jackson street, was seven stories high, with one basement, on spread foundations. W. Le Baron Jenney was the architect. It is illustrated in HCA, Vol. III, p. 406; in RMN; in CAC, p. 68; and in CIM, p. 466, by photograph. A view is in RMNV, p. 23, with a brief description. UNION LEAGUE CLUB building 2, on the same site, built in 1928, is 22 stories high, with two basements, on rock caissons. Mundie & Jensen were the architects. A photograph is in CIM, p. 375.

FINE ARTS building, formerly the Studebaker building, at 410 S. Michigan avenue, was built in 1886. S. S. Beman was the architect. The building is eight stories high, with one basement, on spread foundations. It is illustrated in HCA, Vol. III, p. 743, and in IA for November, 1885. A photograph is in OBD for 1916, p. 77; in IC, Vol. 1; in CYT, p. 39; and in RMNP. A view is in RMNV, p. 65, with a description. A brief description is in T, p. 153. The north 80 feet of this site was occupied previously by the St. Albans Block.

MERCANTILE building, at 305 W. Adams street, on the southwest corner of S. Franklin street, formerly known as the Foreman & Kohn Block, was built in 1886. Bauer & Hill were the architects. The building has nine stories and one basement, on spread foundations. It is illustrated in IA for December, 1886. A brief description and an illustration are in RMNV, pp. 105 and 106.

TEMPLE COURT building, 1886-1940, at the northeast corner of S. Dearborn and W. Quincy streets, was eight stories and one basement high, on spread foundations. John M. Van Osdel was the architect. A photograph is in IC, Vol. 2; in CIM, p. 366; and in The Chicago Tribune of February 17, 1940. A view is in RMNV, p. 23, with a brief description. Photographs are also in DSS. Full details of the contract costs are in John M. Van Osdel's books of account (VO, Vol. II, p. 199).

ROOKERY building, at 209 S. LaSalle street, was built in 1886. Burnham & Root were the architects. The building is 11 stories high, with one basement, on spread foundations using beam and rail grillages. The columns are cast-iron. A floor plan, framing plan and foundation plan, and fireproofing details are in ER for November 3, 1888. The building is illustrated in IA for July, 1888; in CRT, p. 7; and in CAC, p. 183. A photograph is in CIM, p. 399; in AR for July, 1915; and in IC, Vol. 2. A view is shown in RMNV, p. 15, with a brief description on p. 145. A description is in T, p. 149. The ground is owned by the City of Chicago and is tax-free.

AUSTIN building, at 111 W. Jackson street, known first as the Phoenix and then as the Western Union building, built 11 stories and one basement high, was completed in 1886 on spread foundations. Burnham & Root were the architects. Two stories were added by the Western Union Telegraph Co. It is illustrated in IA for September, 1887. A photograph is in CIM, p. 558; in CHC, p. 52; in OBD for 1929, p. 37; and in RMNP. A view is in RMNV, p. 15, with a brief description. An illustration is in CRT, p. 74, and a description is in T, p. 149.

ADAMS EXPRESS CO. building, 1886-1934, at 109-19 S. Dearborn street, was 11 stories and one basement high, on spread foundations. George H. Edbrooke was the architect. Its predecessor is illustrated in HCA, Vol. III, p. 352. A photograph is in CRT, opposite p. 12; in *The Chicago Tribune* of February 17, 1940; in CIM, pp. 364 and 365; and in OBD for 1916, p. 15.

530 S. DEARBORN STREET building, at numbers 524-30, built in 1886, is seven stories and one basement high, on spread foundations. It was formerly known as the Duplicator building.

FARWELL BLOCK, covering the block bounded by W. Monroe, S. Market and W. Adams streets and the Chicago river, later occupied by Carson, Pirie, Scott & Co. Wholesale, was built in 1886. It is six stories and one basement high, on spread foundations. John M. Van Osdel was the architect. An illustration is in CRT, p. 84, and an illustration and a brief description are in RMNV, pp. 105 and 106. The east 54 feet are to be removed on account of the proposed extension of Wacker drive.

230 S. WELLS STREET building, formerly known as the Owings building, built in 1886, is seven stories and one basement high. A brief description and an illustration are in RMNV, pp. 104 and 105.

RICHARDSON building, at the northwest corner of S. Wabash avenue and E. Congress street, previously known as the George F. Kimball building, built in 1886, is seven stories and one basement high. A brief description, and an illustration of it as a six-story building, are in RMNV, pp. 65 and 66, and in CAC, p. 222. This building will be removed, at least in part, by the widening of Congress street.

LAW building, at 434 S. Dearborn street, originally known as the Zearing building, was built in 1886, with a 25-foot frontage. John M. Van Osdel was the architect. It is seven stories high, with one basement, and was on spread foundations. This building is now operated in conjunction with the LOWELL building, 422 S. Dearborn street, originally known as the Dale building, which has a 100-foot frontage, and which was built six stories and one basement high, in 1885, by the same architect. It is now eight stories high, has cast-iron columns and hollow tile floors, and was on spread foundations. Photographs of both buildings are in DSS. A photograph of the Law building is in RMNP along with the Monon building, which formerly adjoined it to the south. The City of Chicago condemned a right-of-way for the curve of the Dearborn Street subway into W. Congress street under both the Law and Lowell buildings. The subway tubes have been dug and the buildings are now supported in part by hardpan caissons.

BOARD OF TRADE HOTEL, at 319-21 S. LaSalle street, now used as a part of the Atlantic Hotel, was built *ca.* 1886. It is nine stories and one basement high. A photograph is in CIM, p. 439.

300-08 S. MARKET STREET building, at the southwest corner of W Jackson street, formerly known as the McCormick building, built in 1887, is eight stories and one basement high. A brief description and an illustration are in RMNV, pp. 105 and 106. The east 54 feet are to be removed on account of the proposed extension of Wacker drive.

FRANKLIN building, at 519-31 S. Dearborn street and 518-34 S. Plymouth court, formerly known as the Conkey building, was built *ca.* 1887 for the printing trades. It is seven stories and one basement high. A photograph and a description are in CRT, p. 136.

KEUFFEL & ESSER building, at 516-20 S. Dearborn street and 519-23 S. Federal street, built *ca.* 1887, is seven stories and one basement high, with a frontage of 40 feet and a depth of 67 feet. Photographs are in DSS. Henry Ericsson tells an interesting story about the foundations he built in the month of December, which was extremely cold. The architect, Frank B. Abbott, who was also the owner, promised Mr. Ericsson a present if he finished the foundations by Christmas. The lower layer was of concrete about 18 inches thick, and in order not to freeze the concrete it was laid dry and the stone foundation placed upon the dry mixture, with the expectation that the earth would furnish the water. Mr. Ericsson said the experiment was a success.

MARSHALL FIELD & CO. WHOLESALE building, 1887-1930, covered the block surrounded by S. Wells, W. Quincy, S. Franklin, and W. Adams streets. It was seven stories high, with one basement, on spread foundations. Henry Hobson Richardson was the architect. The building is illustrated in CIM, p. 356; in RMNP; in LSM; in CHC, p. 182; in IA for October, 1888,

and March, 1889; and in RMNV, p. 105, with a description on p. 151. A photograph is in CAA. A description and a photograph are in T, p. 168. The site is now a parking lot. A view of the previous five-story wholesale building of this firm, at the northeast corner of N. Market and W. Madison streets, is in RMNV, p. 97, with a description.

COMO building, 1887-1938, at 443 S. Dearborn street, was nine stories and one basement high, on spread foundations. John M. Van Osdel was the architect. A photograph of the building is in CRT, p. 117, and a view is in RMNV, p. 81, with a description. The ground is now used for a parking lot, but has been condemned by the City of Chicago for the Congress Street super-highway.

BROTHER JONATHAN (Clark) building, 1887-1911, at 300-02 S. Sherman street, was on the southwest corner of W. Jackson street, on the site of the present Insurance Exchange building. It was six stories and one basement high, on spread foundations. John M. Van Osdel was the architect. A view is in RMNV, p. 15, with a description, and in OBD for 1910, p. 38.

310 W. JACKSON STREET building, erected in 1887, is eight stories and one basement high, on spread foundations. Smith M. Randolph was the architect.

REGAL building, at 400 S. Market street on the southwest corner of W. Van Buren street, formerly known as the McCormick Block, was built in 1887. It is eight stories and one basement high, on spread foundations. A brief description and an illustration are in RMNV, pp. 105 and 106. Photographs are in DSS. This building is to be acquired for the West Route Superhighway (Congress Street).

WILLOUGHBY building, at the northwest corner of S. Franklin and W. Jackson streets, built in 1887, was later known as the 234 S. Franklin Street building. It is eight stories and one basement high, on spread foundations. An illustration is in CRT, p. 117. A view is in RMNV, p. 105, with a brief description.

624-30 S. WABASH AVENUE building, formerly known as the Wirt Dexter building, built in 1887, is six stories and one basement high, on spread foundations. Adler & Sullivan were the architects. A photograph is in LSM.

WORCESTER building, formerly known as the Printers Block building, at 501-09 S. Plymouth court, built *ca.* 1887, is six stories and one basement high, on spread foundations. Photographs are in DSS. This building has been condemned and will be removed by the Department of Subways and Super-highways, City of Chicago.

230 S. FRANKLIN STREET building, formerly known as the Robert Law building, at the southwest corner of W. Quincy street, was built in 1887. It

is seven stories and one basement high, on spread foundations. John M. Van Osdel was the architect. A brief description and an illustration are in RMNV, pp. 105 and 106.

RAWSON building, 1887-1915, at the southwest corner of N. Dearborn and W. Randolph streets, was seven stories and one basement high. A brief description and an illustration are in RMNV, pp. 148 and 149. The site is now occupied by the 140 N. Dearborn Street building.

GIRARD building, at 412-20 S. Dearborn street, was completed in 1888, seven stories and one basement high, on spread foundations. Thomas Hawkes was the architect. It is illustrated in IA for May, 1888. Photographs are in DSS, and a view of the building is in RMNV, p. 81, with a description.

RYERSON building, at 200-14 S. Market street, was built in 1888, by Adler & Sullivan, architects, and was later known as the Walker Warehouse. The building is six stories high, with one basement, on spread foundations. An illustration is in IA for April, 1889. A view is in RMNV, p. 105, with a description, and photograph is in LSM and in DSS. In the proposed extension of Wacker drive south of W. Madison street 54 feet will be removed from the east portion of this building.

MAIN OFFICE building of Illinois Bell Telephone Co., at the northeast corner of N. Franklin and W. Washington streets, was built in 1888, seven stories and one basement high, on spread foundations. J. L. Silsbee was the architect. A photograph is in CIM, p. 567. The building is also illustrated in IC, Vol. 2, and in IA for November, 1887. A brief description and an illustration are in RMNV, pp. 132 and 133. In 1899 one story was added and an eight-story and basement addition was built to the east, on wood pile foundations, by D. H. Burnham & Co., architects. A photograph is in CRT, p. 28, and in RMNP; an illustration is in CHC, p. 200. This is the first building owned by the Telephone Company. The first office occupied by them was on the top floor of a building at 21 N. LaSalle street (WSE, February, 1939), shown in a photograph in CIM, p. 155.

231-39 S. MARKET STREET building, at the northeast corner of W. Jackson street, built *ca.* 1888, is seven stories and one basement high.

200-06 W. ADAMS STREET building, at the northwest corner of S. Wells street, formerly known as the Phelps, Dodge & Palmer building, was built in 1888. It is six stories and one basement high. A brief description and an illustration are in RMNV, pp. 104 and 105.

31-33 S. MARKET STREET building, is six stories and one basement high. It was built *ca.* 1888.

J. M. W. JONES building, 1888-1943, at 512-22 S. Sherman street, was six stories and one basement high.

NORTHERN PACIFIC HOTEL, 1888–1948, at 440–44 S. Sherman street, was four stories and one basement high. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago.

STEVENS ART building, 1888– , was at 57–59 E. Adams street. It was seven stories and one basement high. A brief description and an illustration are in RMNV, pp. 30 and 31.

CASEY building, at 173–77 N. Wells street, built in 1888, is six stories and one basement high. John M. Van Osdel was the architect.

441–43 S. PLYMOUTH COURT building, with a frontage of about 25 feet, is six stories and one basement high. It was built *ca.* 1888.

HEMLOCK building, at 125–31 W. Hubbard street, on the southeast corner of N. LaSalle street, built *ca.* 1888, is seven stories and one basement high.

440–44 S. CLARK STREET building, *ca.* 1889–1947, was six stories and one basement high, on spread foundations. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago.

CENTRAL WAREHOUSE, at the southwest corner of N. Rush and E. North Water streets, built in 1889, replaced another warehouse (1872–1889 fire). The Sturgess & McAlister wool warehouse occupied this site at the time of the fire. The present building is seven stories and one basement high. There is an illustration with a brief description in RMNV, pp. 159 and 160.

MONROE-JEFFERSON building, at 100 S. Jefferson street, formerly known as the Frances building, was built in 1889, six stories and one basement high, on spread foundations. Treat & Foltz were the architects. The building is pictured in IA for February, 1889.

333–35 S. MARKET STREET building, erected in 1889 as the Adams building, is six stories and one basement high, 51 feet 3 inches by 148 feet 6 inches. John M. Van Osdel was the architect. The contract cost—including extras amounting to \$257.28—was \$32,529.02, or less than 5½ cents per cubic foot, a cost that was typical of that period for buildings of this sort. Plastering cost 18 cents a square yard. Detailed costs are in the architect's books of account (Vol. III) at the Chicago Historical Society.

WINSTON APARTMENTS, 1889–1937, at the southeast corner of N. Pine (now N. Michigan avenue extended) and E. Chicago avenue, was six stories and one basement high and is said to be the first duplex apartment building in Chicago. A photograph is in The Chicago Tribune of February 17, 1940, and in CIM, p. 318.

AUDITORIUM THEATER, HOTEL and OFFICE building, at 431 S. Wabash avenue on the northwest corner of S. Michigan avenue and E. Congress street, extending through to S. Wabash avenue, was dedicated December 9, 1889. Adler & Sullivan were the architects. A description of the building and a copy of the dedication program are in SGC, p. 117, with a full description and a history of its beginning (p. 138). A building of large area, containing both a large hotel and one of the largest opera houses in the world, 10 stories and one basement in height with a 19-story tower, near the lake, it presented special problems for its time. The foundations rest on a timber mat of two thicknesses of 12-inch by 12-inch pine timbers at right angles to each other; they consist of a bed of concrete, and layers of iron beams and rails, on top of which are heavy alternate courses of dimension and rubble stone, with a cap stone carrying the cast-iron bases of the cast-iron columns. The foundations, with construction photographs and details, are described in IA for March, 1888 (see also HBF). The building is illustrated in IA for April, 1887, and in IC, Vol. 2. A cross-section is shown in IA for July, 1888. A cross-section of the framing of the theater is shown in ER for April 12, 1890; steel details of the trusses in ER for November 22, 1890; and steel and cast-iron connections in ER for February 21, 1891. The exterior and interior are illustrated in AR for May-June, 1892. A photograph is in CAA; in CIM, pp. 148, 432, and 433; in CHC, p. 36; and in A for November, 1927. A detailed description, with a longitudinal section and photographs, is in LSM. A view of the building is in CRT, p. 15; in CHC, p. 230; and in RMNV, p. 65, with a description on pp. 50, 78, and 155. A photograph, from the southwest, is in T, p. 156, with a full description. Interior photographs are in CIM, p. 430. Before the construction of the Auditorium, the northwest corner of S. Michigan avenue and E. Congress street was occupied by the Belford, Clark & Co. building, at 434-38 S. Michigan avenue and 74-84 E. Congress street. In the widening of E. Congress street, it is contemplated that the sidewalk will be in an arcade through the south bay of the Auditorium building, now occupied by Roosevelt College.

GRACE HOTEL, at 75 W. Jackson street, on the southwest corner of S. Clark street, was built in 1889, eight stories and one basement high, on spread foundations. The records of John M. Van Osdel, the architect, show that a story was added in 1890. A photograph is in CIM, p. 375. A view of the building is in *The Hotel Monthly* for June, 1912, and also in RMNV, p. 15, with a brief description. Van Osdel's records show the cost of the original building as four cents per cubic foot.

WELLS-MONROE building, at 101-03 S. Wells street, formerly known as the Pancoe building, the Indian building, and the Owings building, was built in 1889, eight stories high, with one basement, on spread foundations. O. J. Pierce was the architect. The building, of Saracenic design, is illustrated in IA for February, 1887. A photograph is in CIM, p. 560.

TACOMA building, 1889-1929, was at the northeast corner of N. LaSalle and W. Madison streets, fronting 80 feet on the former and 101 feet on the latter. Holabird & Roche were the architects and Carl Seiffert was the engineer. The building permit was dated April 10, 1888. Twelve stories, attic and basement were erected on spread foundations (see HBF) consisting of 18 inches of concrete on which were laid two layers of 15-inch wrought-iron beams at right angles to each other, spaced 12 inch centers and embedded in concrete. A grillage of six 20-inch beams was used under each of the eleven exterior and five interior columns. All columns, mullions, and lintels were cast-iron. The beams were wrought-iron except for the smaller sizes, which were Bessemer steel. The party wall to the north, the alley wall on the east, and the two interior cross-walls, at right angles to each other, were wall-bearing, 32 inches to 36 inches thick in the second story. A discussion of the construction, and a photograph of the building, are in T, p. 197. A photograph of the building is in CIM, p. 401; in IC, Vol. 2; in RMNP; in A for January, 1930; and in HSM. The street frontages were truly of skeleton construction, but most of the rest of the framing was wall-bearing. The spandrel section is illustrated in AEF. A view of the building is in CRT, p. 56; in OBD for 1916, p. 232; and in RMNV, p. 141, with a description on p. 138. This site was occupied previously by the Schweizer Block, 1872-1888, four stories and one basement high, an illustration of which is in TYF and in LO for January, 1872, p. 12. The original cost of the Tacoma building, including architects' fees, was 38.93 cents per cubic foot (EAR).

In August 1929 the National Association of Building Owners and Managers published a 20-page report (abstracted in ENR for December 26, 1929), titled *Depreciation and Obsolescence in the Tacoma Building*, by Paul Holcombe, Research Engineer of the association. The report contains a photograph of the building, floor plans, a foundation plan, framing plans, and 36 photographs of construction details exposed during the wrecking of the building, in addition to a history of the building, a description of the engineering features of the design, and a study of the depreciation and obsolescence of the various elements. The first cost of the building is given as approximately \$500,000, about 38.9 cents per cubic foot. When the property was acquired by the University of Chicago in 1915, the land value figured at \$128 per square foot and "the building was included in this price as of no value." At the time of the wrecking there was no substantial depreciation of the steel, fireproofing, and subfloor construction. An account of the examination of the condition of the metal construction at the time the building was wrecked is in The Chicago Tribune of May 12, 1929. W. J. Newman, wrecker, said that at the time of demolition the building leaned $11\frac{3}{4}$ inches to the east into the alley.

RAND McNALLY building, 1890-1911, was on W. Adams street, west of S. LaSalle street, with a frontage of 150 feet, adjacent to the Insurance Exchange building, and running through to W. Quincy street, on the site of the



Courtesy of Chicago Historical Society

FIG. 23. MANHATTAN, 1890

present 208 S. LaSalle Street building. Burnham & Root were the architects, Theodore Starret was their engineer, and Wade & Purdy designed the steelwork. The building was 10 stories high, with one basement, on spread foundations using beam and rail grillages. The east and west party walls were wall-bearing in accordance with the city building code. The first Z-bar steel columns, invented by Charles L. Strobel, were used in this building; it was the first building of all-steel skeleton construction; and it was the first building to use all terra cotta facades on the street fronts. A steel framing plan and details are in ER for January 9 and 30, 1892, and February 13, 1892. A foundation plan and details are in ER for December 12, 1891, and the footings are illustrated in ER for July 2, 1898. The building is illustrated in RMN. A photograph is in CIM, p. 425; in RMNP; and in HSM. A description is in SGC, p. 575. A view of the building is in RMNV, p. 15, with a description on p. 146, and also in OBD for 1901, p. 150.

WELLINGTON HOTEL, *ca.* 1890–1915, at the northeast corner of S. Wabash avenue and E. Jackson street, on the site of the present Lyon & Healy building, was six stories and one basement high, on spread foundations. Henry Ives Cobb was the architect. Photographs are in SGC, p. 93; in CYT, p. 83; and in CIM, pp. 373 and 444. An illustration and a brief description are in CRT, pp. 17 and 18. This site was earlier occupied by the old MATTESON HOUSE 2, which was remodeled completely and opened as the Wellington Hotel. Before the great fire of 1871, MATTESON HOUSE 1 was at the northwest corner of N. Dearborn and W. Randolph streets; a photograph is in CYT, p. 86, and in CIM, pp. 147 and 151.

MANHATTAN building, at 431 S. Dearborn street, built in 1890, was the first 16-story building in the world. W. LeBaron Jenney was the architect. Louis E. Ritter was assistant engineer to Major Jenney. The permit was dated June 7, 1889. There is one basement, and the building is supported on spread foundations with beam and rail grillages. The building is true skeleton construction, with no use of party walls, the north and south walls of tile being supported upon steel cantilevers carrying the load back to the first row of interior columns. The columns are of cast iron, and the beams and girders are of wrought iron with “no steel in the building, Bessemer beams being still too expensive.” It was the “first building to recognize a system of wind-bracing as a necessity” (SCM). The building is illustrated in IC, Vol. 2, and in IA for July, 1889. A photograph is in CIM, p. 560; in OBD for 1901, p. 101; and in RMNP. A view of the building is in RMNV, p. 81, with a description. A description is in T, p. 200.

LOOP END building, at the southeast corner of N. State and E. Lake streets, formerly known as the Burton building, built *ca.* 1890, is six stories and one basement high, on spread foundations. Photographs are in DSS. A photograph and a description are in OBD for 1910, p. 38. The site was occu-

pied previously by the City Hotel Block, built in 1873, five stories and one basement high, with a complete cast-iron front on E. Lake street; an illustration is in LO for January, 1873, p. 4, with a description on p. 7. John M. Van Osdel was the architect. In 1848 Stiles Burton had built on this site the City Hotel, "the great brick building of 1848," three stories high, on the site of the former frame inn of the same name.

411-21 S. MARKET STREET building, built *ca.* 1890, is seven stories and one basement high.

32 N. STATE STREET building, formerly known as the Reliance building, was built to the height of four stories and one basement in 1890. Burnham & Root were the architects. Beams and rails were used in the spread foundations. D. H. Burnham & Co., architects, and E. C. Shankland, engineer, added 10 stories in 1895, making the height of the building 200 feet. Gray columns were used with plate and lattice girders for wind bracing. The steel for the upper stories was erected in 15 days from July 16 to August 1, 1895, while the lower floors were occupied by the tenants. Photographs of the building are in DSS, in RMNP, in CIM, p. 562, in AWG, and in AR for July, 1915. The building is illustrated also in EN for October 17, 1895, and in AEF, which contains also a floor plan, steel framing plan, photographs of the steel erection, and details of the terra-cotta front and piers, spandrel sections, and column splices.

GRAND CENTRAL STATION, at the southwest corner of S. Wells and W. Harrison streets, was finished in 1890. S. S. Beman was the architect. The building is eight stories high, with five-story wings, a 250-foot tower, and one basement, and is supported on a foundation of 55-foot wood piles (see HBF). The building is illustrated in IA for February, 1889; in CRT, p. 9; and in CHC, p. 100. A photograph is in CAA; in CIM, p. 234; in CCP, p. 117; and in IA for May, 1893. A view of the station is in RMNV, p. 73, with a description, and also in SGC, p. 469, with a description on p. 511. The original Bridewell (John M. Van Osdel, architect) was on this site. A history of the stations of the Grand Central group of railroads is in WSE for 1937, p. 81.

THOMPSON & TAYLOR building, *ca.* 1890- , at the southwest corner of N. Michigan avenue and E. Lake street, was seven stories and one basement high. It is described briefly in SGC, p. 329. A photograph is in CRT, p. 110. The Harvester building now occupies this site.

439-45 S. CLARK STREET building, known also as the Feigenheimer and Hofherr building, built *ca.* 1890, is six stories and one basement high, on spread foundations, with a frontage of 50 feet and a depth of 100 feet. W. W. Boyington was the architect. Photographs are in DSS.

MONON building, 1890-1947, at 436-44 S. Dearborn street, the first modern 13-story building, was the last work of John M. Van Osdel, Chicago's first architect. The building had one basement, spread foundations, cast-iron

columns, wrought-iron beams, and tile arch floors. It is illustrated in IA for October, 1889. VO for 1889 gives the following contract costs: masonry, \$28,000; cut stone, \$5,500; plastering, \$4,453.08; terra cotta, \$13,000; stone sidewalk, \$178.65; sheet metal, \$1,400; iron stairs, \$1,698; and excavation, \$1,150—a total of \$55,379.73, without the cast-iron columns and wrought-iron beams. Extra work was noted as follows: change in foundations, \$347.89; flues in the north wall, \$275; and an extra story (the thirteenth), \$1,879—a total of \$2,483.89. Photographs are in RMNP and in DSS, and a view of the building is in RMNV, p. 81, with a description. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago.

BEDFORD building, 1890–1940, at 203 S. Dearborn street, on the southwest corner of W. Adams street, formerly called the Owings building, was 14 stories (160 feet) high, with one basement, on a mat foundation. Henry Ives Cobb and Frost were the architects. Cast-iron columns were used. The building is illustrated in IA for June, 1888, and in OBD for 1929, p. 43. A photograph is in CIM, p. 366; in *The Chicago Tribune* of February 17, 1940; in CHC, p. 69; in CRT, p. 51; in DSS; and in IC, Vol. 2. A view of the building is in RMNV, p. 23, with a description. The ground is now a parking lot.

EDWARD HOTEL, at the southwest corner of S. Federal and W. Harrison streets, built *ca.* 1890, is six stories and one basement high.

CAXTON building, 1890–1947, at 500–08 S. Dearborn street, was 12 stories high with one basement. Holabird & Roche were the architects. Steel columns were used with grillages of steel beams in the spread foundations. Photographs are in DSS, and a view of the building is in RMNV, p. 81, with a description. The original cost of the Caxton building, including architects' fees, was 24.858 cents per cubic foot (EAR). This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago.

JAMES H. WALKER STORE building, 1890–1936, at the southwest corner of S. Wabash avenue and E. Adams street, later known as the American Commerce building, was six stories and one basement high. A brief description and an illustration are in RMNV, pp. 30 and 31. A two-story building now occupies this site.

ALEXANDRIA HOTEL, at 542 N. Rush street, on the southwest corner of E. Ohio street, formerly known as the Granada Hotel, was built in 1891, six stories and one basement high, on spread foundations. Edmund R. Krause was the architect. A photograph is in CRT, p. 17, with a brief description on p. 15. An illustration is in *The Hotel Monthly* for June, 1912. An addition, at 49–53 E. Ohio Street, was built in 1914, seven stories and one basement high, of reinforced concrete construction, on spread foundations, except for caissons under the west wall, by Edmund R. Krause, architect.

MONADNOCK BLOCK, at 53 W. Jackson street, is divided into four equal parts. The north half, known originally as the Monadnock and Kearsarge buildings, was built in 1891. Burnham & Root were the architects. It is 16 stories high, with one basement, and is the highest and heaviest wall-bearing building in Chicago, and perhaps anywhere. This portion, when built, was set up 8 inches; by 1905 it had settled that and "several inches more" (WSE, 1905, p. 687). The total settlement to date is approximately 20 inches (see HBF). In this building was made one of the first attempts at a portal system of wind bracing (AEF). "When he [Owen F. Aldis as agent] put up the Monadnock on Jackson boulevard there was nothing on the south side of the street between State street and the river but cheap one story shacks, mere hovels. Everyone thought Mr. Aldis was insane to build way out there on the ragged edge of the city. Later when he carried the building on through to Van Buren street they were sure he was [insane]" (EAR). An illustration of the Monadnock and Kearsarge buildings is in CRT, p. 56. The south half, known originally as the Katahdin and Wachusett buildings, was built in 1893. Holabird & Roche were the architects; Corydon T. Purdy was the engineer. It is 17 stories high with one basement, and has much smaller piers, enclosing Z-bar columns, used in both sections for interior columns (illustrated in AEF). Spread footings were used throughout, with rails and beams in the north half, and with beams, only, in the south half. The original cost of the Katahdin building, including architects' fees, was 39.247 cents per cubic foot; and of the Wachusett building, 41.077 cents per cubic foot (EAR). The east wall of the entire building is now supported on hardpan caissons, built in 1940 at the time the subway was dug in S. Dearborn street (ENR, September 16, 1940). The building is described in EN for February 16, 1893. It is illustrated in IA for November, 1889; and by photograph in CAA; in CIM, p. 562; in DSS; in RMNP; in CHC, p. 87; in WSE for October, 1942; in A for November, 1927; and in AR for April, 1912, and July, 1915. A view of the building is in RMNV, p. 23, with a description.

OAKLEY building, at 141-51 W. Hubbard street, on the southwest corner of N. LaSalle street, built in 1891, is seven stories and one basement high. Twenty feet was cut off the east portion of this building when N. LaSalle street was widened.

WOLFF building, 1891- , at 111 N. Dearborn street, with a frontage of 28 feet, later known as the Beak building, was eight stories and one basement high. An illustration is in OBD for 1916, p. 265. A photograph is in CIM, p. 587. This building was reconstructed and three stories added in 1891. The site is now a parking lot.

CHICAGO COLD STORAGE EXCHANGE WAREHOUSE, 1891-1902, was an eight-story building between N. Market street (now N. Wacker drive) and the river and between W. Randolph and W. Washington streets. Adler & Sullivan were the architects. A photograph is in LSM.

SEARS, ROEBUCK & CO. building, at the southeast corner of S. State and E. Van Buren streets, was known originally as the Siegel, Cooper & Co. building and then as the Leiter Stores building. It was built in 1891 of skeleton construction, eight stories high, with one basement, on spread foundations with beam grillages. Jenney & Mundie were the architects. In 1940, caissons to hardpan were built under the west wall, just prior to the construction of the State Street subway. The exterior is of white Maine granite. The building is illustrated in IA for August, 1889. A photograph is in CIM, p. 354; in DSS; in RMNP; and in IC, Vol. 1. A view of the building is in CRT, p. 83, with a brief description on p. 19, and in RMNV, p. 65, with a description. It is proposed to arcade the south bay to enclose the E. Congress street sidewalk for the Congress Street Superhighway widening.

LUDINGTON building, at 1104 S. Wabash avenue, on the southwest corner of E. 11th Street, was built in 1891. Jenney & Mundie were the architects. The building has an all-steel frame; is eight stories high, designed for eight additional stories; is on spread foundations; and has one basement. The footings are continuous over almost the entire lot. The illustration of the building in IA for August, 1892, shows a steam locomotive on the South Side elevated structure.

104 E. OAK STREET building, at the northwest corner of N. Clark street, formerly the Burlingham building, built *ca.* 1891, is six stories and one basement high, of ordinary construction, on spread foundations.

OXFORD building, 1891-1935, was at 116-20 N. LaSalle street. Clinton J. Warren was the architect. The building was eight stories high, with one basement, on spread foundations. A photograph is in CIM, p. 576, and a view showing the location is in RMNV, p. 133, with a description of the building. The site is now a parking lot.

RALEIGH HOTEL, at the southwest corner of N. Dearborn and W. Erie streets, originally known as the Vendome Hotel, was built in 1891, seven stories and a high English basement in height.

125 S. MARKET STREET building, built in 1891, is 10 stories and one basement high.

KIMBALL HALL building, 1891-1916, was at 306 S. Wabash avenue near the southwest corner of E. Jackson street, and on a portion of the site now occupied by the present Kimball building. The building was seven stories high, with one basement, on spread foundations. Frederick Baumann & J. K. Cady were the architects. A photograph is in IA for April, 1891. A view of the building is in CRT, p. 127; in OBD for 1910, p. 105; in RMNV, p. 65, with a description; and in SCG, p. 505, with a description on p. 399. An illustration of the predecessor Kimball building, six stories high, is in CAC, p. 227. The present KIMBALL building, at the southwest corner of E. Jackson street and S. Wabash avenue, was built in 1917. Graham, Burnham & Co. were the

architects. It is 16 stories high, with one basement, on hardpan caissons. It is illustrated in AA for September 1, 1920, and in CIM, p. 556. An illustration and a description are in OBD for 1916, p. 117.

VIRGINIA HOTEL, 1891-192-, was at the northwest corner of N. Rush and E. Ohio streets, 10 stories high, with one basement, on spread foundations. Clinton J. Warren was the architect. Leander J. McCormick built his home (1863-1871 fire) on this site, and also built and owned the hotel, where he died in 1900. The building is illustrated in RMN. A photograph is in CRT, p. 18, with a brief description on p. 17; in CIM, p. 529; and in *The Hotel Monthly* for June, 1912. The site is now a parking lot.

WILLOUGHBY building, 1891-1927, formerly called the Western Bank Note building, was at 8 S. Michigan avenue. It was eight stories high, with one basement, on spread foundations. Charles S. Frost was the architect. Cast-iron columns were used. A photograph of the building is in IA for September, 1891, and in CRT, p. 138. A photograph and a brief description are in OBD for 1916, p. 263. The Willoughby Tower now occupies this corner.

ANDREWS building, 1891-1936, at 161-65 W. Washington street, formerly known as the Herald building and later as 163 W. Washington Street building, was six and seven stories high. Burnham & Root were the architects. It is illustrated in RMN, and in RMNV, p. 141, with a brief description on p. 137. An illustration is in CRT, p. 30, with a full description on p. 29. A photograph is in OBD for 1929, p. 254, and in *The Chicago Tribune* of February 17, 1940. When the Stock Exchange building to the east was built in 1894, caissons were installed under the party wall, the first used in Chicago. Previously *The Chicago Herald* occupied the four-story building at 24-26 N. Wells street, an illustration of which is in CAC, p. 65.

GRANT PARK ARMS APARTMENTS, at 1140-44 S. Michigan avenue, built in 1891 as the Bordeaux Hotel, was seven stories and one basement high. Frederick Baumann & J. K. Cady were the architects. It is described and illustrated in RMNV, pp. 88 and 89. A photograph is in IA, Vol. 18, p. 166. A story has been added.

U. S. APPRAISER'S building, at the northwest corner of S. Sherman and W. Harrison streets, built in 1891, is eight stories and one basement high. A Mr. Freret was the architect. W. L. Klewer, later City Architect, was superintendent of construction. A photograph is in RMNP, and a brief description and an illustration are in RMNV, pp. 73 and 74.

PONTIAC building, at the northwest corner of S. Dearborn and W. Harrison streets, extending through to S. Federal street, was built in 1891. It is 14 stories and one basement high, on spread foundations, with beam grillages and steel columns. Holabird & Roche were the architects. The original cost of the Pontiac building, including architects' fees, was 29.152 cents per cubic foot

(EAR). A view is in RMNV, p. 81, with a description. A photograph is in RMNP, and in OBD for 1916, p. 200.

ATLANTIC HOTEL, at 320-28 S. Clark street, formerly known as the Kaiserhof, Wyoming, and Gore Hotels, was built in 1892, eight stories high with one basement, on spread foundations. Max Teich was the architect. A view of the building is in RMNV, p. 73, with a description. An illustration is in *The Hotel Monthly* for June, 1912. In 1915 an 18-story addition was built at 314-18 S. Clark street, while the hotel was known as the Kaiserhof. This building has two basements and is supported on rock caissons. Marshall & Fox were the architects. Photographs of both buildings are in CIM, pp. 426 and 427.

VENETIAN building, at 15 E. Washington street, built in 1892, was 13 stories high with one basement, on spread foundations with beam grillages. Holabird & Roche were the architects. Steel columns were used; the spandrel section is shown in EN for January 2, 1892. The wind bracing is of diagonal rods, portals being used where the rods could not be used (AEF, and EN for December 26, 1891). The original cost of the Venetian building, including architects' fees, was 43.447 cents per cubic foot (EAR). The building is illustrated in IA for August, 1891; in EN, December 5, 1891; and by photograph in CIM, p. 582, and in RMNP. A view of the building is in CRT, p. 8, with a brief description on p. 20; and in RMNV, p. 149, with a description.

KIMBALL building, 1892- , at the southwest corner of S. Michigan avenue and E. 11th street, was seven stories and one basement high, with a clock tower at the street intersection. Flanders & Zimmerman were the architects. The building is illustrated in IA for November, 1892. A brief description and an illustration are in RMNV, pp. 88 and 89. The building was used originally as a carriage factory and sales room.

SHEPPARD building, 1892-1912, at the northeast corner of S. Wells and W. Quincy streets, was seven stories and one basement high. A photograph is in OBD for 1901, p. 170. The 208 S. LaSalle Street building now occupies this site.

GARRICK building, at 64 W. Randolph street, formerly known as the Dearborn and originally as the Schiller building, was built in 1892. Adler & Sullivan were the architects. The building is 17 stories high with one basement, on pile foundations (see HBF), with Phoenix columns (AEF). A description, with floor plans and illustrations, is in LSM and also in IA for June, 1896. Photographs of the tower and the upper stories are in CIM, and in IA for February, 1893. An illustration is in RMN, and in IC, Vol. 2. Photographs are in WA for April, 1920. A view of the building is in CRT, p. 23, with a brief description on p. 24; and in RMNV, p. 117, with a description on pp. 84 and 116. An illustration is in SGC, p. 121, with a description on p. 123.

FAIR STORE, at the corner of S. State, W. Adams, and S. Dearborn streets, was built in 1892 as a nine-story and one-basement building to which two stories were added later. A view is in RMNV, p. 47, with a description of the building. Jenney & Mundie were the architects. The spread foundations of concrete, beams and rails (EN, August 8, 1891, illustrated; see also HBF) were set nine inches high in anticipation of that amount of settlement (WSE for 1905, p. 687) and were replaced in 1923 and 1924 by hardpan caissons, except under the north wall, where caissons to rock were used. At the same time two sub-basements were added. The wind bracing consisted of diagonal rods and lattice girders between the steel columns. Foundation, column, and beam details are shown in AEF. A feature unique at that time in high buildings was the use of an enclosed steel chimney, on account of the lack of space for the foundation for a heavy masonry chimney (ER, November 14, 1891, with illustrations of the chimney, steel and foundations). A description of the building with illustrations of the construction is in IA for November, 1891, and a general illustration is in IA for February, 1892. A photograph is in CIM, p. 351, and an illustration of the construction is in IC, Vol. 2, pp. 186 and 842. Photographs of the present building are in DSS. Illustrations of the various buildings occupied by the Fair Store are in HCCB, p. 199B.

UNITY building, at 127 N. Dearborn street, later known as the American Bond & Mortgage Company building and the 127 N. Dearborn Street building, was built in 1892 on spread foundations, 16 stories and one basement high. This is one of the last tall buildings built using cast-iron columns. The bracing is diagonal rods. The brick work was started at the fourth floor; a construction photograph is shown in RG for October 30, 1891. Clinton J. Warren was the architect. The south and west walls are now supported on caissons to rock; the caisson at the southwest corner, one to the north, and two to the east were built in 1912; the six remaining caissons under the south wall to the east were built in 1927 on account of the uneven settlement up to that time; and the four caissons under the west wall were built in 1940 at the time of the digging of the subway in N. Dearborn street. There exists a substantial lean of the south wall over the alley. An illustration of the building is in RMN, and in OBD for 1929, p. 24. An illustration of the iron framework is in IC, Vol. 2. Photographs are in DSS; in CRT, p. 22, with a brief description on p. 19; and in RMNP. A view is in RMNV, p. 149, with a description. A brief description is in T, p. 200.

ISABELLA building, at 21 E. Van Buren street, was built in 1892. Jenney & Mundie were the architects. The building is 11 stories (110 feet) high, with one basement and a spread foundation using beam and rail grillages. A knee-brace system of wind-bracing was used (AEF). The building is illustrated in IA for September, 1892, and a description is in EN for February 16, 1893. A view of the building is in RMNV, p. 65, with a brief description.

GREAT NORTHERN HOTEL, 1892-1940, originally the Northern Hotel, was at 237 S. Dearborn street, on the northeast corner of W. Jackson street, now the site of a one-story building. The hotel was 16 stories high, with one basement, on spread foundations with iron rail grillages and steel columns. Burnham & Root were the architects. The building was set up nine inches to allow for settlement (ER, July 29, 1905). It is illustrated in IA for March, 1893, and in IC, Vol. 2. A view is shown in CRT, p. 29, with a brief description on p. 16; and in RMNV, p. 23, with a description on pp. 24 and 52. A story of the settlement of the building is in HBF. Photographs are in DSS. A description and photographs are in IA for September, 1896. A photograph is in CIM, p. 367; in CHC, p. 231; in CAA with the adjoining office building; and in The Chicago Tribune of February 17, 1940. The wrecking is described in ENR for May 9, 1940.

CAPITOL building, 1892-1939, at the northeast corner of N. State and E. Randolph streets, known for most of its life as the Masonic Temple, of 21 stories and one basement (302 feet high), was the highest building in the world. Burnham & Root were the architects. Spread foundations had grillages of beams and rails. A record of the settlement of this building is in HBF. A foundation plan is in IA for March, 1896, and steel framing plans and a cross-section are in IA for April, 1896. Steel box columns were used with the wind bracing of diagonal rods (AEF, with an illustration of the building and the spandrel sections). The building and its construction are fully described and illustrated in a series of articles in current architectural and engineering magazines—ER for January 21, May 13 and 27, September 2, October 28, November 4, and December 30, 1893 (with foundation, floor and steel framing plans and details), and July, 1915 (photograph). A photograph is in CIM, p. 555; in CHC, p. 46; in CAA; and in The Chicago Tribune of February 17, 1940. It is illustrated also in RMNP, in HSM, and in IC, Vol. 1. A description and a photograph are in T, p. 203. Photographs are in AR for July, 1916, and in DSS. A view of the building is in CRT, p. 119, with a description on p. 19; in SGC, p. 113, with a description on p. 583; and in RMNV, p. 125, with a description on p. 127. Photographs of the wrecking operations (May and June, 1939) are in The Chicago Daily News of May 5, 1939, et seq. The Windett building, fronting approximately 24 feet on N. State street and 113 feet on E. Randolph street, previously occupied the south end of this site. It was built in 1872, five stories and one basement high, by Dixon & Hamilton, architects, and is illustrated in TYF and also in LO for August, 1873, p. 129, with a description on p. 131. A photograph in CYT, p. 62, and in CIM, p. 344, taken in the middle '80s shows a four-story building immediately north of the Windett building, and then the Brunswick 2, a five-story building. In the late '60s, Brunswick building 1, also five stories high, occupied the latter site, immediately south of the alley, the north portion of the site of the Masonic Temple. A photograph of Brunswick building 1 is in CIM, p. 266. A photograph of Brunswick building 2 is in CYT, p. 51.



Courtesy of Kaufmann & Fabry Company, Chicago, Illinois

FIG. 24. MASONIC TEMPLE, 1892

ROOSEVELT HOTEL, at the northwest corner of S. Wabash avenue and E. Roosevelt road, formerly known as the Meyer Hotel and the Martinette Hotel, built *ca.* 1892, is eight stories and one basement high. The building is illustrated in RMNV, pp. 89 and 90, with a brief description.

WOMAN'S TEMPLE building, 1892-1926, at 102-16 S. LaSalle street, on the southwest corner of W. Monroe street, with a depth of 95 feet, was on the east portion of the site of the present 120 S. LaSalle building. It was 13 stories high, with one basement, on spread foundations with beam and rail grillages. Burnham & Root were the architects. Steel columns were used; a steel framing plan and spandrel section of the bay window are in EN for January 2, 1892. The building is illustrated in IC, Vol. 2; in IA for August, 1890; in EN for December 5, 1891; in CRT, p. 80; and in HSM. Photographs are in CAA; AR for July, 1915; WA for January, 1922; LSM; RMNP; and CIM, p. 239. A view is in OBD for 1916, p. 235; in RMNV, p. 39, with a description on p. 129; and in SGC, p. 185, with a description on p. 573. A description is in T, p. 201. A study of the obsolescence of this building was made by the National Association of Building Owners and Managers; an abstract of this report is in ENR for July 28, 1927.

NEWBERRY LIBRARY building, at 60 W. Walton street, on the northeast corner of N. Clark street and occupying the entire block, was built in 1892. Henry Ives Cobb was the architect. The building is four stories high, with one basement, on pile foundations. Larimer columns were used here for the first time in Chicago (AEF); they are illustrated in RG for October 30, 1891. A photograph of the building is in IA for March, 1893; in CHC, p. 63; in CIM, p. 480; and in RMNP. A description is in RMNV, p. 181, and in HCCB, p. 58, with an illustration on p. 59.

ART INSTITUTE, on S. Michigan avenue at the foot of E. Adams street, the third location of this institution and the former site of the Exposition building, was built in 1892 on spread foundations, of two stories and one basement. Shepley, Rutan & Coolidge were the architects. IA for December, 1893, contains an illustration of this building and floor plans. A photograph is in CAA, in RMNP, in CHC, p. 66, and in CIM, p. 482. A general view is in RMNV, p. 56. A description and an illustration are in C, p. 35. The first location of the Academy of Fine Arts, incorporated May 24, 1879, was in the Pike Block. The name was changed to Art Institute on December 21, 1882. The second location of the Art Institute was at the southwest corner of S. Michigan avenue and E. Van Buren street in a two-story building (1873-1884) called the Fine Arts Institute. It is illustrated in CIM, p. 169; in CYT, p. 33; in CAC, p. 120; and in SGC, p. 377, with a description (p. 133) of this building and of the present building, which was then under construction. Burnham & Root were the architects. A photograph of old "Terrace Row," four stories high, extending south on Michigan avenue from Van Buren street, is in CYT, p. 36, and in CIM, p. 284. Otis L. Wheelock was the architect.

ASHLAND BLOCK 2, at 155 N. Clark street, on the northeast corner of W. Randolph street, 16 stories and one basement high, on spread foundations, was built in 1892. D. H. Burnham was the architect. The spandrel sections are illustrated in AEF; in EN for January 2, 1892; and in EN for January 9, 1892, which shows also a construction photograph. Steel columns were used. An illustration is in CRT, p. 122. A few years later a narrow addition to the north, similar in appearance, was done by John Arthur Rogers, architect. A photograph is in CIM, p. 580, and in OBD for 1929, p. 30. A view of the building is in AR, Vol. 2, p. 463, and in RMNV, p. 117, with a description on p. 135. ASHLAND BLOCK 1, built in 1872, was a six-story and one-basement building on the south portion of the same site. It is illustrated in OYF, and in LO for August 1872, p. 126, with a description on p. 130. The latter building had a frontage of 140 feet on N. Clark street and 80 feet on W. Randolph street. F. & E. Baumann were the architects. This building was purchased by John Alexander Dowie in 1890 and removed in three sections to the east side of S. Michigan avenue, south of E. Roosevelt road, where it became the Dowie building (q.v.). "Before the fire the site was a mass of tumble-down brick." The three-story Evans Block was previously on this site. RB (pp. 1 and 3) for February 19, 1949, reports that the present Ashland Block is to be razed in 1949 and that a bus terminal is to be erected on the east side of Clark street between Randolph and Lake streets with a tunnel connection to W. Wacker drive and foundations for a 20-story office building. A photograph of the architect's model is shown.

KEER building, at 43-45 S. Wells street, built *ca.* 1892, is six stories and one basement high.

TERMINALS building, at 537 S. Dearborn street, formerly known as the Ellsworth building, was built in 1892. J. M. Van Osdel & Co. were the architects and Corydon T. Purdy was the engineer. The building is 14 stories (170 feet) high, with one basement, on spread foundations. It is described and illustrated in EN for February 16, 1893. A view is in RMNV, p. 81, with a brief description. An illustration is in OBD for 1916, p. 73. Detailed costs are in the architect's account books, Chicago Historical Society.

ILLINOIS CENTRAL RAILROAD STATION, east of S. Michigan avenue and E. 12th street, was built in 1892, with Bradford L. Gilbert of New York as the architect. The building is seven stories high with a clock tower and one basement, on long wood piles. It is illustrated in IA for August, 1892. A photograph is in CIM, p. 205; in CHC, p. 97; in CYT, p. 38; in CCP, p. 117; and in RMNP. A view of the station is in RMNV, p. 89, with a description. A photograph of Park Row, formerly on this site, is in CIM, p. 188. The original Central Depot (1856-1871 fire) was at the foot of E. South Water street. A photograph is in CIM, p. 97, and in CYT, p. 15. A description and a fine illustration are in CIJ and in CBFP. A history of the passenger stations occupied by the Illinois Central Railroad Co. is in WSE for 1937, p. 250.

CITY HALL SQUARE HOTEL, formerly known as the Rancroft Hotel, and originally known as the Kedzie building, was at 87-91 W. Randolph street, with a frontage of 50 feet. It was built in 1892, and is nine stories and one basement high, on spread foundations. Edmund R. Krause was the architect. Photographs are in DSS.

CHICAGO HISTORICAL SOCIETY building 3, at the northwest corner of N. Dearborn and W. Ontario streets, begun August 13, 1892, is two stories and one basement (80 feet) high. Henry Ives Cobb was the architect. A description is in RMNV, p. 176; a photograph is in CIM, p. 481, and in CAA; and an illustration is in HCCB, p. 57. The Society originated in 1856. Its first building, on the same site, burned in the great fire of 1871. For several years it had no home. Its collections were burned again in the great fire of July 14, 1874, which was confined to the area south of Van Buren street. The second building of the Society was completed in 1877, but was wrecked to make way for the third. It is illustrated in HCA, Vol. III, p. 410, where also—and in C, p. 41—is a history of the Society.

ROWE building, at 714-16 S. Dearborn street and 715-17 S. Federal street, built *ca.* 1892, is eight stories and one basement high.

PLAZA HOTEL, at 1553 N. Clark street, on the southeast corner of W. North avenue, built in 1892, is eight stories and one basement high, on spread foundations. Clinton J. Warren was the architect. A photograph is in CIM, p. 522.

MILNER HOTEL, at the northwest corner of N. Rush street and E. Grand avenue, formerly known as the Bradley Hotel, built *ca.* 1892, is eight stories and one basement high, of ordinary construction.

30 N. DEARBORN STREET building, formerly known as the Boyce building, was built in 1892. Henry Ives Cobb was the architect, and Corydon T. Purdy the engineer. The building is 12 stories high, with one basement, on spread foundations. It is described in EN for February 16, 1893, and is illustrated in RMN and also in OBD for 1929, p. 325. A photograph is in CIM, p. 576, and in DSS. This property has been acquired by the Chicago Title & Trust Co., who now own the entire north half of the block except the Methodist Temple building.

CHICAGO TITLE & TRUST CO. building, at 69 W. Washington street, formerly the Cook County Abstract & Trust Company building, was built in 1892. Henry Ives Cobb was the architect. The building is 17 stories and one basement high, with spread foundations and steel columns. It is illustrated in IA for January, 1892; in CIM, p. 575; in OBD for 1916, p. 240; and in RMNV, p. 141, with a brief description on p. 136. A photograph is in CRT, p. 34, with a brief description on p. 19. The Chicago Title & Trust Co. moved in 1947 into Conway building, which was remodeled extensively for their use.

MARSHALL FIELD & CO. STORE buildings on N. State street between E. Randolph and E. Washington streets were built in two sections, the north in 1902 on hardpan caissons (EN, Dec. 22, 1904) and the south in 1907. Both are 12 stories high, on caissons, the north building having two basements and the south three. These buildings are illustrated in AR for July, 1915, and photographs and floor plans are in AWG. A photograph of this block in 1889 is in CIM, p. 150; in 1923, in CIM, p. 355. The building at the northwest corner of E. Washington street and N. Wabash avenue was built in 1892, nine stories (153 feet) in height, with one basement, on spread foundations with beam and rail grillages. D. H. Burnham was the architect and E. C. Shankland the engineer. A photograph is in CAA; a view is in RMNV, p. 125, with a description. A description and illustrations are in EN for February 16, 1893, which says "it is probably the costliest building of the size and kind in the city." Spandrel sections are in AEF; a photograph is in BB for August, 1903, p. 169, and in AR for July, 1915. A photograph of these buildings is in RMNP; illustrations are in HCCB, p. 40, and in CHC, p. 184. The middle building on N. Wabash avenue was built in 1906; that at the southwest corner of N. Wabash and E. Randolph street, in 1914. Both are 12 stories in height, with three basements, on rock caissons. While the building at the southwest corner of N. Wabash avenue and E. Randolph street was being erected, the steel sheeting in E. Randolph street failed and the street dropped several feet. This occurred December 2, 1913, and is described and illustrated in ER for December 13 and 27, 1913. Floor plans and photographs are in AWG. The Leander Read building formerly occupied the south 70 feet of the site of the middle building. The ANNEX building at the southwest corner of N. Wabash avenue and E. Washington street was built in 1914 and is 20 stories in height, with three basements, on rock caissons. A photograph is in CIM, and in AR for July, 1915; photographs and floor plans are in AWG. An illustration and a description are in OBD for 1916, p. 141. D. H. Burnham & Co. were the architects for all buildings except the 1892 building (by D. H. Burnham, as noted above).

BOARD OF HEALTH building, at 54 W. Hubbard street, on the northwest corner of N. Dearborn street, formerly the Criminal Courts building, was built in 1892. The jail portion was torn down in 1936. The building is six stories high, with one basement, on spread foundations. Otto H. Matz was the architect. A photograph is in CIM, p. 487. This site was occupied formerly by North Market Hall, which was built in 1851. The first Criminal Court and County Jail building on this site (illustrated in CAC, p. 21) was completed in 1874, with Armstrong and Egan as architects. The Court House fronted 140 feet on W. Hubbard street and 65 feet on N. Dearborn street; the Jail fronted 141 feet on W. Illinois street. The former was three stories high; the latter, two stories. An illustration is in HCA, Vol. III, p. 241; in TYF; and in LO for

December, 1872, pp. 208 and 209, with a description on p. 206. This building was torn down in 1892 to make way for the present building, which is illustrated in IA for March, 1893, and is described in RMNV, p. 135.

224-38 S. MARKET STREET building, at the northwest corner of W. Jackson street and the southwest corner of W. Quincy street, formerly known as the Mallers building, built in 1892, is seven stories and one basement high. Flanders & Zimmerman were the architects. A brief description and an illustration are in RMNV, pp. 105 and 106. On account of the proposed extension of Wacker drive south of W. Madison street, 54 feet is to be removed from the east portion of this building.

Up to the time of the erection of the Masonic Temple building there was no limit, by ordinance, to the height of buildings, but after its erection, and without any publicity, the City Council considered the reduction of the legal heights of buildings in the city. EAR relates how this affected the office of Holabird and Roche:

The first intimation of this move came to our office one Thursday morning at eleven o'clock . . . that the Council would pass an ordinance [the next] Monday night limiting the height to 130 feet. . . . We decided to make an offer to some of our clients to make the necessary permit drawings at our expense for several 16-story buildings, providing the owners would pay for taking out the permits. . . . Monday at ten o'clock the sets of drawings [including] basement, first, second, typical floor and roof plans, elevations, sections, steel diagrams and plumbing diagrams were complete.

Four of the five buildings were built later—the south half of the Monadnock (1893), the Old Colony (1894), the Marquette (1895), and the Champlain (1894).

179 W. WASHINGTON STREET building, originally called the Teutonic building and then the Roosevelt building, was built in 1893, with Handy & Cady as architects. The building is 10 stories (138 feet) high, with one basement, on spread foundations using beam and rail grillages. It is illustrated in IA for August, 1892, and is described and illustrated in EN for February 16, 1893. A view of the building is in RMNV, p. 141, with a description.

CONGRESS HOTEL, at 504 S. Michigan avenue, formerly known as the Auditorium Annex, was built in 1893 from plans by Clinton J. Warren, architect. It is 10 stories high, with one basement, on spread foundations. A photograph is in RMNP and in CIM. A view is in CHC, p. 230, and in RMNV, p. 65, with a description. The South portion of the hotel, formerly known as the CONGRESS HOTEL ANNEX, at 520 S. Michigan avenue, was built in 1902 and 1907 from plans by Holabird & Roche, architects, and is 14 stories high, with one basement, on piles and caissons. A photograph of the entire building is in CAA; in CIM, p. 446; and in ARV for 1913, p. 87, with first and typical floor plans and interior photographs shown on pp. 160 and 162. Floor plans

are in BB for 1903, pp. 31, 50, and 71. A photograph of the residence of H. M. Wilmarth, formerly on this site, is in CIM, p. 458. In the proposed widening of Congress street it is proposed to arcade the north bay, which will cover the sidewalk.

ASSOCIATION building, known as the Central Y. M. C. A. building, at 19 S. LaSalle street, was built in 1893. It is 16 stories high, with one basement, on spread foundations with steel beam grillages. Jenney & Mundie were the architects. A cross-section of a heavy Z-bar steel column used is shown in AEF. The building is illustrated in IA for August, 1892, and in OBD for 1929, p. 33. It is described and illustrated in EN for February 16, 1893. A view is in RMNV, p. 39, with a description on p. 138, and a photograph is in RMNP.

15-19 N. LASALLE STREET building, 1893-1929, known as the Watson building, was a nine-story and one-basement structure on the site now occupied by One N. LaSalle Street building. A photograph is in CIM, p. 403.

COLUMBUS MEMORIAL building, at 31 N. State street, on the southeast corner of E. Washington street, completed in 1893, is 14 stories high, with one basement, on spread foundations. W. W. Boyington was the architect and Corydon T. Purdy the engineer. The building is described and illustrated in EN for February 16, 1893, and a floor plan is shown in ER for January 5, 1895. A photograph is in CAA; in CIM, p. 548; in CHC, p. 20; in OBD for 1929, p. 89; and in DSS. A view is in HCCB, p. 44, with a description on p. 43, and in RMNV, p. 125, with a description on p. 139. The Hale building 2, 1872-1891, was on this corner previously, with a frontage of 120 feet on N. State street and 90 feet on E. Washington street. E. S. Jennison, the architect, also did the previous six-story Hale building 1, 1870-1871 fire, on this site. The architect was a co-owner with W. E. Hale—the first recorded instance of this kind. An illustration of the post-fire Hale building is in TYF, and in LO for February, 1873, p. 28, with a description. A photograph in CIM (p. 341), was taken probably in the 1880's; another in CIM, p. 343, in 1891.

LEES building, at 15-23 S. Wells street, was built in 1893, 12 stories high (141 feet), with one basement, on spread foundations. James Gamble Rogers was the architect. A description is in EN for February 16, 1893, and a photograph is in RMNP and in CIM, p. 412. A view is in OBD for 1929, p. 168, and in RMNV, p. 39, with a description. The Davidson Block was on this site previously.

MEDINAH building, at the northeast corner of S. Wells and W. Jackson streets, built in 1893, was 14 stories high, with one basement, on pile foundations. Beers, Clay & Dutton were the architects. Twelve stories were removed in 1931. A photograph of the original building is in The Chicago Tribune of February 17, 1940; in RMNP; and in CIM, p. 376. A view is in RMNV, p. 15, with a brief description.

ILLINOIS CENTRAL RAILROAD CO. OFFICE building, at the southeast corner of S. Michigan avenue and E. Roosevelt road, originally Ashland Block 1 at the northeast corner of N. Clark and W. Randolph streets, was moved *ca.* 1891 in three sections to S. Michigan avenue south of E. Roosevelt road and became known as the Dowie building, the Zion building, and the Imperial Hotel, and was located on a site 85 feet north of its present location, having been moved again in 1923. The building is seven stories high, with one basement, on spread foundations, and was completed *ca.* 1893. Baumann & Cady were the architects. A view of the building in its former location is in RMNV, p. 89, with a description. A description of the second moving operation, with photographs, is in WSE for January, 1924.

SODEN building of the Illinois Bell Telephone Co., at the southeast corner of N. Franklin and W. Randolph streets, built in 1893, is six stories and one basement high, on spread foundations. D. H. Burnham was the architect.

MEYER building, at 301-11 W. Van Buren street, on the southwest corner of S. Franklin street, built in 1893, is seven stories and one basement high, on spread foundations (Adler & Sullivan, architects). A photograph is in LSM.

CHICAGO ATHLETIC CLUB building, at 12 S. Michigan avenue, was completed in 1893 after a disastrous fire. It is 10 and 11 stories high, with one basement, on spread foundations. Henry Ives Cobb was the architect. A photograph is in CAA. The building is illustrated in RMNP, and in IA for October, 1895, and March, 1896. A description is in SGC, p. 222. A view is in RMNV, p. 55, with a description. The adjoining addition at 71-73 E. Madison street was built in 1906, 12 stories high with three basements, steel columns, and rock caissons. Richard E. Schmidt, Garden & Martin were the architects. The cost of this 12-story annex was 46.88 cents per cubic foot. Seven stories were added to this portion in 1926. An illustration showing the addition is in ISA for 1925, p. 314.

SECURITY building, at 189 W. Madison street, built in 1893, is 14 stories (200 feet) high, with one basement, on spread foundations. Clinton J. Warren was the architect. The building is described in EN for February 16, 1893. A photograph is in RMNP, and in CIM, p. 412. A view is in OBD for 1916, p. 223, with a description, and in RMNV, p. 39, with a brief description.

MAJESTIC HOTEL, at 29 W. Quincy street, built in 1893, is 17 stories and one basement high, on spread foundations. D. H. Burnham was the architect and E. C. Shankland the engineer. A photograph is in CHC, p. 232. Photographs are in DSS, and an illustration is in The Hotel Monthly for June, 1912. The original building on this site was the home of David Morrill Bradley, who purchased the land in 1837.

VAN BUREN building, at 210-14 W. Van Buren street, built in 1893, is 10 stories and one basement high. A brief description is in RMNV, p. 74.

HARTFORD building, at 8 S. Dearborn street, on the southwest corner of W. Madison street, was built in two portions, the east one in 1893 on the site of the former Hawley Block fronting 50 feet on W. Madison street, and the west 45 feet at 57-61 W. Madison street, in 1903, 14 stories and attic high, with one basement. The east portion was on spread foundations, and the west portion on caissons (EN, December 22, 1904). Henry Ives Cobb was the architect. A description of the building is in EN for February 16, 1893, and in RMNV, p. 48; a photograph is in DSS. An illustration of the original building is in OBD for 1901, p. 84, and a photograph of the same is in CIM, p. 573. In 1940, preceding the building of the Dearborn street subway, the east wall was underpinned with eight hardpan caissons. An illustration of the completed building is in OBD for 1941-42, p. 158.

30 N. LASALLE STREET building, at the southwest corner of W. Washington street, is 100 feet deep and has a frontage of 180 feet. It was formerly known as the Chicago Stock Exchange building, and was built in 1894 on the site of the first brick building erected in Chicago (1837). The building is 13 stories high with one basement, carried on pile foundations except for the hardpan caissons under the west party wall, which were the first caissons used in Chicago. For the story see HBF. Adler & Sullivan were the architects and Gen. William Sooy Smith the foundation engineer. The foundations are described in EN for August 31, 1893, and the building is illustrated in LSM; in CHC, p. 26; in IA for February, 1893; in OBD for 1916, p. 46; and in AEF, with floor plans. A photograph is in CIM, p. 404; in RMNP; and in OBD for 1901, p. 52, with a description. MERCANTILE building 2, at 22-28 N. LaSalle street, built in 1873, four stories and one basement high, 80 feet frontage and 100 feet deep, occupied formerly the south portion of this site; it is illustrated in LO for January, 1874, p. 4. Burling & Adler were the architects. Here was housed the banking house of Greenebaum & Sons. A partial photograph of the pre-fire MERCANTILE building 1 is in CIM, p. 391. The Union Block, 80 feet deep, occupied the north portion of this site. The City National Bank building, at 159-65 W. Washington street, with a frontage of 80 feet, occupied the rest of the frontage on W. Washington street, and also that of the late Andrews building. The Washington Hotel was on this corner before the great fire.

APPAREL building, at the southeast corner of S. Franklin and W. Van Buren streets, built in 1894, is seven stories and one basement high, and was remodeled in 1917 by Alfred S. Alschuler, architect.

CHEMICAL BANK building, 1894-1927, later the Iroquois building, was on the site of the present One N. LaSalle building at 21-23 N. LaSalle street adjoining the alley on the north. It was nine stories high with one basement, on spread foundations. Burnham & Root were the architects. A photograph is in CIM, pp. 401 and 403, and in OBD for 1910, p. 104.

OLD COLONY building, at 407 S. Dearborn street, on the southeast corner of W. Van Buren street, was completed in 1894. Holabird & Roche were the architects, and Corydon T. Purdy was the engineer. The building is 17 stories (215 feet) high, with one basement, and was built on spread foundations with beam grillages. There are no self-supporting walls.

Several years before we [Holabird & Roche] built the Old Colony building we [had] built a little one-story tax-payer on the lot. . . . A building had been built immediately to the south and a party wall agreement entered into. . . . Over the signature of Adler and Sullivan it was stated that the wall and foundation would be adequate for any future building that would be built in Chicago. Subsequent developments only proved how far they were from having any conception of what skeleton construction might lead to. . . . we found that the foundations [of the party wall] were absolutely inadequate. . . . As a matter of fact we found that the party wall had settled so much out of plumb that two or three stories up it was beyond our [lot] line entirely. . . . our problem was to carry the load on cantilever(s) [independent of the party wall].

Later the south end began to settle more rapidly than the north and . . . we were compelled to put caissons there (EAR).

Four caissons were built by General Sooy Smith to support the south wall in order to stop its settlement. After nine months the average settlement of all foundations was $4\frac{3}{16}$ inches (EN, December 21, 1893). The combined footings, details of the Phoenix columns, and an illustration of the building are in AEF. A description of the building is in EN for February 16, 1893; the portal system of wind bracing is illustrated in AEF and also in ER for September 17, 1898. The original cost of the Old Colony building, including architects' fee, was 42.16 cents per cubic foot (EAR). A photograph of the building is in AR for April, 1912, and in RMNP. Photographs are in DSS, and a view is in RMNV, p. 81, with a description of the building. In 1947, preceding the extension of the Dearborn street subway south of Van Buren street, hardpan caissons were built under the Dearborn street columns.

CHICAGO FLEXIBLE SHAFT CO. building, now known as the W. F. McLaughlin & Co. building, at 610 N. LaSalle street, on the southwest corner of W. Ontario street, built in 1894, is eight stories and one basement high. A new street front was built in 1936 when N. LaSalle street was widened. An illustration is in HCCB, p. 148B.

CHAMPLAIN building, 1894-1916, was at the northwest corner of N. State and W. Madison streets on the site of the State-Madison building. It was 15 stories and one basement high, on spread foundations. Holabird & Roche were the architects. The original cost of the building, including architects' fees, was 40.21 cents per cubic foot (EAR). A floor plan is shown in AEF, and the building is illustrated in IA for November, 1893. A photograph is in CIM, p. 340, and in RMNP. The Dore Block, a five-story building fronting 65 feet on N. State street and 105.9 feet on W. Madison street, occupied this site previously. A photograph is in CIM, pp. 339 and 599. Otis L. Wheelock was the architect.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 25. RELIANCE, 1890/1895

LASALLE-MONROE building, at 37-43 S. LaSalle street, on the northeast corner of W. Monroe street, formerly the New York Life Building, was completed as a 12-story building in 1894. Jenney & Mundie were the architects. The building is now 14 stories high with one basement, on spread foundations with beam grillages, two stories having been added at a later date. The east half was built in 1898, 13 stories high, at which time one story was added to the west half. An additional story was added to the entire building in 1903. The building was set $4\frac{1}{2}$ inches above normal grade, $2\frac{1}{2}$ inches to 3 inches settlement being expected during construction with a soil pressure of 3,500 pounds per square foot. A complete steel frame was used with gusset plates for wind bracing. It is claimed that this is the first building in which the walls were not built from the ground up, but were begun at several floors. A description and an illustration of the traveler for setting the stone is in ER for October 21, 1893. The building is illustrated in IA for October, 1894, and in AEF, with floor plans. A photograph is in CIM, p. 398; in RMNP; and in OBD for 1916, p. 178.

OTTOWA building, 1894- , was at 62-66 W. Madison street. John M. Van Osdel II was the architect. The site is now occupied by a one-story building.

426-28 S. WABASH AVENUE building, built *ca.* 1894, is six stories and one basement high.

46-54 E. HUBBARD STREET building, built in 1894, is seven stories and one basement high, of mill construction, on spread foundations. Fred Ahlschlager was the architect. It is occupied by the Monarch Refrigerating Co.

51-53 E. HUBBARD STREET building, built in 1894, is seven stories and one basement high, of mill construction, on spread foundations. Fred Ahlschlager was the architect.

56-62 E. HUBBARD STREET building, built in 1894, is seven stories and one basement high, of mill construction, on spread foundations. Fred Ahlschlager was the architect. It is now occupied by the Monarch Refrigerating Co.

241-43 E. ILLINOIS STREET building, built in 1894, is five stories and one basement high, of mill construction, on spread foundations. Henry Ives Cobb was the architect.

40 E. HUBBARD STREET building, at the northeast corner of N. Wabash avenue, built in 1894, is of ordinary construction with cast-iron columns, six stories and one basement high, on spread foundations. Fred Ahlschlager was the architect. Formerly used as a refrigeration building, extensive alterations are under way to convert the building for office use (RB, August 31, 1948, with illustrations). Travelletti and Suter are the architects.

511-15 S. PLYMOUTH COURT building 1, 1894-1920 fire, was six stories and one basement high. The foundations and part of the walls of this building were used (1920) in the construction of building 2, which was rebuilt to the same height. C. A. Eckstorm was the architect.

317-19 S. MARKET STREET building, built *ca.* 1895, is six stories and one basement high.

105 W. MONROE STREET building, at the southwest corner of S. Clark street, formerly known as the Nixon and the Standard Trust & Savings Bank buildings and originally as the Fort Dearborn building, was built in 1895, 16 stories and one basement high, on spread foundations with beam grillages. Jenney & Mundie were the architects. Plate and angle columns were used for the lower stories, then channels and plates, with latticed channels for the upper stories. Gusset plates on girders were used for the wind bracing. The building is described and illustrated in EN for October 17, 1895, and is illustrated in AEF with floor plans, steel framing plan and spandrel sections. A photograph of the entrance is in IA for May, 1896. An illustration is in OBD for 1910, p. 89. The corner site was occupied previously by the Foote Block (1873-1894) with a frontage of 78 feet on S. Clark street. This building was four stories and one basement high; an illustration is in LO for February, 1873, p. 29. John M. Van Osdel was the architect. The Ingals building, at 110-28 S. Clark street, adjoined the Foote Block to the south, with a frontage of 110 feet.

MARQUETTE building, at 140 S. Dearborn street, on the northwest corner of W. Adams street, built in 1895, is 17 stories (205 feet) high, with one basement. It has a frontage of 190 feet on S. Dearborn street and 140 feet on W. Adams street. An addition was built in 1905 occupying the west 26 feet of the present Adams street frontage and a depth of 100 feet. Holabird & Roche were the architects, and Purdy & Henderson the engineers. "The framework is entirely of steel, with Z-bar columns two stories in length, the alternate columns breaking joints, and is carried on steel beam and concrete foundations" (EN, October 17, 1895). The foundations are illustrated in AEF, which shows also a floor plan and spandrel section. In 1940 caissons to hardpan were built under the east wall. Unique provision was made originally at the bases of the columns in the west party wall for hydraulic apparatus to take care of unequal settlement. This arrangement is described in EN for October 17, 1895; that article shows an illustration of the building, as does also IA for November, 1895. The cost of the original Marquette building, including architects' fees, was 31.677 cents per cubic foot; and of the addition, 39.06 cents per cubic foot (EAR). Photographs of the unusual mosaic-tile Indian decorations of the rotunda are in IA for March, 1896, and in AR for April, 1912, the latter of which contains a photograph and floor plans of the building. A photograph is in CIM, p. 557; in CHC, p. 80; in DSS; and in RMNP. An illustration and a brief description are in OBD for 1916, p. 136.

GREAT NORTHERN OFFICE AND THEATER building, at 20 W. Jackson street, built in 1895, is 17 stories and one basement high, on spread foundations. Daniel H. Burnham was the architect, and Edward C. Shankland the engineer. Photographs are in CAA; in CHC, p. 21; and in DSS. An illustration is in OBD for 1929, p. 136.

BRUNSWICK building, formerly the Studebaker building, at 629 S. Wabash avenue, was built in 1895. S. S. Beman was the architect. The building is 10 stories high with one basement, on spread foundations. It is illustrated in IA for August, 1895.

OCCIDENTAL building, at the northeast corner of N. Wacker drive and W. Washington street, was built in 1895. John M. Van Osdel II was the architect. The building is eight stories high with one basement, on spread foundations. It is illustrated in IA for July, 1895. A photograph and a brief description are in OBD for 1916, p. 184. Detailed cost records are in the books of account of John M. Van Osdel at the Chicago Historical Society.

WESTERN COLD STORAGE CO. building, at 17-19 E. Illinois street, built *ca.* 1895, is six stories and one basement high. Photographs are in DSS.

830 S. MICHIGAN AVENUE HOTEL, formerly known as the Y. W. C. A. Hotel, built in 1895, is eight stories and one basement high, on spread foundations. John M. Van Osdel II was the architect. A photograph is in CIM. Detailed costs are in VO.

225-39 E. ILLINOIS STREET building, built in 1895, is six stories and one basement high, of mill construction, on spread foundations. Henry Ives Cobb was the architect.

JARVIS building, at 18-20 N. Clark street, built *ca.* 1895, is five stories and one basement high, operated in conjunction with 10 N. Clark Street building.

QUINCY NO. 9, at 17 W. Quincy street, built *ca.* 1895, is eight stories and one basement high. Photographs are in DSS.

ENTERPRISE building, at 125-27 N. Wells street, built in 1895, is 10 stories and one basement high, on spread foundations. Howard Van Doren Shaw was the architect.

6 N. CLARK STREET building, 1896-1941, at the northwest corner of W. Madison street, with a frontage of 63 feet on the former and 80 feet on the latter, was formerly known as the Straus, the H. O. Stone, and (originally) the Atwood building. It was 10 stories and an attic high, with one basement, on spread foundations with steel beam grillages. Holabird & Roche were the architects, and Purdy & Henderson the engineers. The building, designed for 13 stories, had both portal and diagonal wind bracing and was set up with an allowance of $6\frac{1}{2}$ inches for settlement. The cost of the Atwood building, in-

cluding architects' fees, was 35.24 cents per cubic foot (EAR). A two-story building now occupies part of the site. The original building is described and illustrated in EN for October 17, 1895. A photograph is in CIM, p. 411, and an illustration and a description are in OBD for 1916, p. 232. The C. O. D. Block, at 2 N. Clark street, four stories high and with a depth of 80 feet, formerly occupied this site. A photograph is in CIM, p. 410.

FISHER building, at 343 S. Dearborn street, on the northeast corner of W. Van Buren street, was built in 1896, 18 stories high (230 feet), with one basement. D. H. Burnham & Co. were the architects, and E. C. Shankland the engineer. A unique feature was the use of 25-foot piles under the spread foundations in order to consolidate the soil; and the use on that account of a higher soil pressure, 6,000 pounds per square foot. Gray steel columns were used, and girder wind-bracing. Photographs taken during construction are shown in B. A new record for rapid steel erection was claimed by the erection of $13\frac{1}{2}$ stories of steel work in 14 days. A tabulation of certain column loads and pier details is given in AEF. Descriptions and illustrations of the building are in EN for October 17, 1897, and in IA for July, 1895, and May, 1896. A photograph is in RMNP, and an illustration is in HCCB, p. 59B. The addition to the north at 337-39 S. Dearborn street was built in 1907, 20 stories and one basement high, on rock caissons, with Peter J. Weber as architect and E. C. & R. M. Shankland as engineers. Photographs of the entire building are in DSS.

MORTON building, known later as the 538 S. Dearborn Street building, built in 1896, is 11 stories and one basement high, on spread foundations. Jenney & Mundie were the architects. A photograph is in OBD for 1916, p. 172.

NEWBURY building, known later as the Ninth-Wabash building, at the northeast corner of S. Wabash avenue and E. Ninth street, was built in 1896, eight stories and one basement high. Jules F. Wegman was the architect.

325 W. OHIO STREET building, built in 1896, is seven stories and one basement high, designed for a live load of 325 pounds per square foot, on wood pile foundations. S. V. Shipman was the architect.

ILLINOIS TRUST & SAVINGS BANK building, 1896-1923, was at the northeast corner of S. LaSalle and W. Jackson streets on the site of the present Continental Illinois National Bank & Trust Co. building and was one of the most elegant buildings of the period. It was two stories high with cast-iron columns, one basement, on spread foundations. D. H. Burnham & Co. were the architects, E. C. Shankland the engineer, and E. R. Graham the superintendent. It is illustrated in IA for June, 1896. Photographs and a description are in IA for May, 1897. Photographs are in CAA, in DHBM, in CHC, p. 128, in AR for July, 1915, and in RMNP. On July 21, 1919, a small blimp crashed through the skylight, killing and injuring a number of people (AAC, p. 57).

CHICAGO MUSICAL COLLEGE building, at 64 E. Van Buren street, formerly called Steinway Hall, was built in 1896. Dwight H. Perkins was the architect and Professor Lewis J. Johnson the engineer. The building is 11 stories high, 158 feet to the ridge, with one basement, on spread foundations, with beam grillages. It is described and illustrated in EN for October 17, 1895; exterior and interior photographs are in IA for February, 1897. A photograph and floor plans are in WA for November, 1930. An illustration is in OBD for 1929, p. 76. This site was occupied previously by the New Jerusalem Temple.

BALTIMORE building, 1896-1930, on the site of the present Palmer House Garage at 18-22 W. Quincy street, was eight stories high. A photograph is in OBD for 1916, p. 27.

TRUDE building, 1897-1912, was at the southwest corner of N. Wabash avenue and E. Randolph street, on the site of the present "North" building of the Marshall Field & Co. Store. Jenney & Mundie were the architects. The building was 16 stories high, with one basement, on spread foundations. It is described and illustrated in IA for August, 1896.

CHICAGO PUBLIC LIBRARY building, at the northwest corner of N. Michigan avenue and E. Washington street, was completed in 1897, with Shepley, Rutan & Coolidge as architects (AR, July, 1896). The building is four stories high, with one basement, and is supported on 50-foot pile foundations which are described in ER for June 17, 1893, and in EN for July 6, 1893. The latter account has a description of the test on four piles. Photographs, plans, and a description of the building are in IA for January, 1898. A photograph is in CAA, p. 480; in CHC, p. 62; in CIM; and in RMNP. A description and an illustration are in HCCB, pp. 58 and 59, and in RMNV, pp. 125 and 126. The five-story Armour building was on this site formerly; it is illustrated in CYT, p. 14.

WASHINGTON HOTEL, at 167 W. Washington street, originally the Journal building, built in 1897, is 11 stories and one basement high, on pile foundations. Jarvis Hunt was the architect. A photograph is in OBD for 1901, p. 92.

AMANDA APARTMENTS, at 56-60 E. Chicago avenue, built in 1897, is six stories and one basement high, of ordinary construction, on spread foundations.

STEWART building 2, at 108 N. State street, on the northwest corner of W. Washington street, was built in 1897. D. H. Burnham & Co. were the architects. The building is 12 stories high, with one basement, on spread foundations. A photograph is in CAA, in AWG, and in RMNP. Photographs are also in DSS, and an illustration and a description are in OBD for 1916, p. 230. STEWART building 1 previously occupied this site.

445-47 S. PLYMOUTH COURT building, built *ca.* 1897, is seven stories and one basement high, on spread foundations. Photographs are in DSS. This building has been condemned and will be removed by the Department of Subways and Superhighways, City of Chicago.

25-27 S. MARKET STREET building, built *ca.* 1897, is seven stories and one basement high. T. B. WEBER & CO. building, 1872- , five stories and one basement high, formerly occupied this site; it is illustrated in LO for September, 1872, p. 157, with a description on p. 150.

SILVERSMITH building, at 10 S. Wabash avenue, built in 1897, is 10 stories and one basement high, on pile foundations. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. A photograph is in OBD for 1941-42, p. 362.

311 E. ILLINOIS STREET building, built in 1897, is six stories and one basement high, of mill construction, on spread foundations. Henry Ives Cobb was the architect.

PRICE building, at 319-35 W. Van Buren street, formerly known as the Hart, Schaffner & Marx building, built in 1897, is eight stories and one basement high, on spread foundations. Holabird & Roche were the architects. The cost of the building, including architects' fees, was 11.49 cents per cubic foot (EAR).

1210 N. ASTOR STREET apartment building, at the northwest corner of E. Division street, known previously as the McConnell apartment building, built in 1897, is seven stories and an English basement high. It is said to be the oldest fireproof apartment building on the North Side. Holabird & Roche were the architects.

731 S. PLYMOUTH COURT building, at the northeast corner of W. Polk street, built in 1897, formerly known as the Plymouth-Polk building and as the R. R. Donnelley building, is seven stories and one basement high. Howard Van Doren Shaw was the architect.

McKINLOCK building, at 209 W. Jackson street, on the southwest corner of S. Wells street, was built in 1898, 10 stories and one basement high, on spread foundations. Charles S. Frost was the architect. Two stories were added in 1918. A photograph is in OBD for 1941-42, p. 218. The Wilson building previously occupied this corner.

WILLIAMS building, at 205 W. Monroe street, on the southwest corner of S. Wells street, built in 1898, is 10 stories and one basement high, steel-frame fireproof construction, on spread foundations. Holabird & Roche were the architects. The cost, including architects' fees, was 10.626 cents per cubic foot of building (EAR). This building replaced the Williams Block, built in 1874, which was six stories and one basement high and which is described and illustrated in RMNV, pp. 104 and 105.

POOLE BROTHERS building, at the southeast corner of S. Clark and W. Harrison streets, was built in two sections. The north portion was built in 1898, and the addition to the south in 1912. The building is six stories and one basement high. Holabird and Roche were the architects. The building is on wood pile and caisson foundations. The cost of the 1898 north portion, including architects' fees, was 11.87 cents per cubic foot (EAR).

NEWBERGER building, at 330-32 S. Franklin and 314-18 W. Van Buren streets, built *ca.* 1898, is seven stories and one basement high.

504 and 506-08 S. WELLS STREET buildings, 1898-1947, were each six stories high, with one basement. The latter building was built *ca.* 1898. The former building had no stairways or heating plant and was operated in conjunction with the south building. Photographs are in DSS. Both buildings were condemned and removed by the Department of Subways and Superhighways, City of Chicago.

GAGE, EDSON KEITH AND ASCHER buildings, at 18 to 28 S. Michigan avenue, were built in 1898 on piles with one basement, at a cost of \$175,968. They are eight, seven and six stories high, respectively. Holabird & Roche were the architects. The facade of the Gage building was designed by Louis H. Sullivan. In 1902 four stories were added to the Gage building at a cost of \$95,878. An illustration of the latter is in CHC, p. 186. A photograph of these buildings is in LSM. The Panorama building formerly occupied the site of the Gage building and the north portion of the site of the Edson Keith building.

333 W. LAKE STREET building, formerly known as the Franklin MacVeagh Co. building, built in 1898, is 9½ stories and one basement high, on pile foundations. D. H. Burnham & Co. were the architects. Photographs are in DSS. This was the site of the Eagle Exchange Tavern, built in 1829 by Mark Beaubien and illustrated in CIM. Abraham Lincoln was nominated for President in 1860 in a temporary structure on this site called the Republican Wigwam. The Wigwam is illustrated in HCA, Vol. II, p. 126; in CIM, p. 116; and in CYT, p. 18, from a daguerreotype.

BAILEY building, at 529-39 S. Franklin street, was built in two sections. The north portion was built in 1898; Holabird & Roche were the architects and Purdy & Henderson the engineers. The south portion was built in 1903 (Nimmons & Fellows architects and E. C. & R. M. Shankland engineers). Both portions are 10 stories and one basement high, on wood piles. Photographs are in DSS.

CHEMICAL BANK building, 1898-1929, at 115-21 N. Dearborn street, with a frontage of 60 feet, was eight stories high. A photograph is in OBD for 1901, p. 49, and in CIM, p. 587. A Commonwealth-Edison Co. Substation, photographs of which are in DSS, is now on this site on rock caissons, designed for 18 stories.

EDISON building, 1898-1931, at 120-22 W. Adams street, with a frontage of 45 feet, was $5\frac{1}{2}$ to $6\frac{1}{2}$ stories in height. It was wrecked to make way for the Field building. A photograph is in OBD for 1911, p. 70. An Edison Co. power house formerly occupied this site.

18-20 E. HUBBARD STREET building, built *ca.* 1898, is of mill construction, on spread foundations, six stories and one basement high.

404-06 S. WELLS STREET building, built in 1898, is six stories and one basement high.

1108-10 S. MICHIGAN AVENUE building, built *ca.* 1898, is seven stories and one basement high.

320-22 S. FRANKLIN STREET building, built in 1898, is 10 stories and one basement high, on spread foundations. Holabird & Roche were the architects.

PLYMOUTH building, now the LaSalle Extension University building, at 417 S. Dearborn street, built in 1899, replaced an eight-story building that had burned a short time before. The building is 11 stories high, on spread foundations except for caissons installed under the front wall in 1947. Simeon B. Eisendrath was the architect. A photograph is in OBD for 1916, p. 199.

57 E. JACKSON STREET building, at the southeast corner of S. Wabash avenue, formerly known as the Cable building, was built in 1899. It is 10 stories and one basement high, with pile foundations, except for the party wall, which is supported on caissons. An illustration is in CHC, p. 176, and in OBD for 1929, p. 64. Holabird & Roche were the architects. The cost of the Cable building, including architects' fees, was 25.84 cents per cubic foot (EAR). The Pierce Block formerly occupied this corner; it extended 160 feet south of the corner, with the same depth as the Cable building on E. Jackson street.

322-26 W. VAN BUREN STREET building, built *ca.* 1899, is seven stories and one basement high.

216 W. JACKSON STREET building, built in 1899, is 10 stories and one basement high.

319-33 E. ILLINOIS STREET building, built in 1899, is six stories and one basement high, of mill construction, on spread foundations. Henry Ives Cobb was the architect.

STOP AND SHOP WAREHOUSE, at 12-14 W. Washington street, formerly known as the Methodist Book Concern building, the Lincoln building, and then the Browning building, was built in 1899, 11 stories and one basement high. It was the first building supported entirely on caissons. Harry B. Wheelock was the architect; E. C. & R. M. Shankland were the engineers. An illustration is in OBD for 1901, p. 123, with a description of the building.

TOWER building, at 6 N. Michigan avenue, on the northwest corner of E. Madison street, formerly known as the Montgomery Ward & Co. building, with a frontage of 86 feet on N. Michigan avenue and 163 feet on E. Madison street, was built in 1899 of steel frame construction to a height of 12 stories, with a tower and one basement, on 50-foot wood pile foundations. The three lower floors were designed for a live load of 200 pounds per square foot, the nine upper floors for 150 pounds per square foot. This made it possible for later owners to add four stories without reinforcing the columns of the lower stories. Richard E. Schmidt was the architect. The 22.5-foot weather vane, "Progress Lighting the Way for Commerce," was set October 20, 1900. It was modeled by J. Massey Rhine. The street facade of the lower three stories is of carved Georgia marble. The cost of the original building was 36.7 cents per cubic foot. An illustration of the 12-story building is in HCCB, p. 197B, and in OBD for 1916, p. 242. An addition was made *ca.* 1923 by Holabird & Roche, architects (Henry J. Burt, engineer), increasing the height to 17 stories and a three-story tower. The building is illustrated in ISA for 1923, p. 144, and in AEF, CAA, CIM, and RMNP. An illustration and a description are in OBD for 1929, p. 334.

CARSON, PIRIE, SCOTT & CO. STORE building, formerly Schlesinger & Mayer, at 11-15 E. Madison street near S. State street, nine stories and one basement high, on 50-foot wood piles, was the first unit of the present store. It was completed in 1900, with Louis H. Sullivan as the architect. The THOMAS CHURCH building, at 32-34 S. Wabash avenue, now a part of the store, was built in 1903. It is 13 stories high, with one basement, on rock caissons. Hill & Woltersdorf were the architects. The third unit, at the southeast corner of S. State and E. Madison streets, was completed in 1903, 12 stories high with three basements, cast-iron columns, on rock caissons. Louis H. Sullivan was the architect. It is illustrated, with a description of the foundations, in ER for February 21, 1903. A photograph is in RMNP. A description of the construction, with structural details and photographs, is in BB for May, 1903, p. 101. The fourth unit, at 21-29 S. State Street, was built in 1906, 12 stories high with three basements, steel columns, on caissons. D. H. Burnham & Co. were the architects. An illustration of these buildings is in HCCB, p. 198B. The fifth unit, at the northwest corner of S. Wabash avenue and E. Monroe street, was built in 1927, 16 stories high with two basements, on caissons. Burnham Brothers were the architects. A photograph of the E. Madison and S. State street buildings is in LSM. Photographs of the State street buildings are in DSS.

KOHNSTAMM building, at 11-15 E. Illinois street, built *ca.* 1900, is six stories and one basement high. Photographs are in DSS.

DOWNTOWN PARKING STATIONS, INC., at 121-27 W. Monroe street, built in 1900, was originally the Chicago National Bank building and

later the bank building of the Central Trust Company. It is on the site of the home occupied by Fernando Jones until the 1871 fire, and of the Rand McNally building, 1880–1900. An illustration is in CHC, p. 125. Until remodeled in 1938 into a garage and parking station, the building was three stories high. Jenney & Mundie were the architects. Photographs are in CIM, p. 577; in OMSM; and in The Chicago Tribune of February 17, 1940.

ILLINOIS THEATER building, 1900–1936, was at 65 E. Jackson street, four stories high, with one basement, on spread foundations. Wilson & Marshall were the architects. A photograph is in CAA; in CYT, p. 92; in BB for July, 1908, p. 136; in CIM, p. 434; in The Chicago Tribune of February 17, 1940; and in RMNP. The site had been occupied previously by the First Regiment Infantry Armory, and is now a parking lot. A view of the Armory is in HCA, Vol. III, p. 586, and in CAC, p. 67. A photograph is in CIM, p. 371. A photograph of Trinity Church, which stood on this site before the fire of 1871, is in CIM, p. 285.

INTER-OCEAN building, at 57 W. Monroe street, built in 1900 on the former site of the Columbia Theater, is four stories high, with one basement, on spread foundations. W. Carby's Zimmerman was the architect. It is illustrated in OBD for 1901, p. 91. It was remodeled into the present Monroe Theater by John B. Fischer, architect. A photograph is in CIM, p. 572, and in CHC (frontispiece).

920 N. MICHIGAN AVENUE building, formerly the Raymond Apartments, built in 1900, is eight stories high, on spread footings. Benjamin H. Marshall was the architect. It was one of the first tall apartments on the near north side. A floor plan is shown in BB for December, 1903, p. 246. In 1926 the building was remodeled into shops and studios by B. Leo Steif & Co., Inc., architects.

218 S. WABASH AVENUE building, formerly known as the McClurg building and the Ayer building, and now known as the Crown building, was built in 1900. It is nine stories and one basement high, on pile foundations except for caissons under the south party wall. Holabird & Roche were the architects. The cost of the Ayer building, including architects' fees, was 13.68 cents per cubic foot (EAR). This site, with a frontage of 80 feet, was formerly occupied by the A. H. Andrews & Co. building, built in 1890, seven stories and one basement high; a brief description and an illustration are in RMNV, pp. 30 and 31. An illustration is also in CRT, opposite p. 162, and in SGC, p. 548. A photograph of the present building is in OBD for 1916, p. 148.

CARAVETTA building, at the southeast corner of N. Dearborn and W. Kinzie streets, fronting 90 feet on the former street and 45 feet on the latter, built *ca.* 1900, is four stories and attic high, with one basement. Henry Ives Cobb was the architect. It is a fine example of Dutch Renaissance architecture. A photograph is in The Tribune of November 3, 1946.

729-35 S. WABASH AVENUE building, built *ca.* 1900, is seven stories and one basement high. It is used as a warehouse by Marshall Field & Co.

MERCHANTS LOAN & TRUST building, 1900-1933, later known as the Standard Trust building, at 100-16 W. Adams street, on the northwest corner of S. Clark street, was on the east portion of the site of the present Field office building. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building was 12 stories high, with one basement, supported on piles. A photograph is in CIM, p. 567; in RMNP; in CHC, p. 129; and in AR for July, 1915. An illustration and a description are in OBD for 1916, p. 159. *Fifty Years of Banking in Chicago, 1857-1907*, by William Hudson Harper and Charles H. Ravell, published by the Merchants' Loan and Trust Company, contains a photograph of this building and of all others occupied previously by this bank.

825-27 S. WABASH AVENUE building, built *ca.* 1900, is six stories and one basement high.

MANDEL BROTHERS STORE building, at the northeast corner of N. State and E. Madison streets, was built in three main sections by Holabird & Roche, architects. A nine-story section at the northwest corner of N. Wabash avenue and E. Madison street was built in 1900, with one basement, on piles and rock caissons (described and illustrated in AF for May, 1901), two stories being added later; the 12-story portion at 14 N. Wabash avenue was built in 1905; and the 15-story portion at 1-15 N. State street in 1912, both of the latter being on rock caissons and having three basements. A photograph is in AR for April, 1912. Photographs are also in DSS. An illustration of the various buildings occupied by Mandel Brothers Store for a period of 55 years preceding 1910 is in HCCB, p. 203B.

Chicago Fifty Years Ago

In 1898 Rand, McNally & Company published a unique guide book entitled *Bird's-Eye Views and Guide to Chicago*. In addition to the usual data in their guide books, this book contained some thirty bird's-eye view scale drawings of the downtown district, with descriptions of the more important buildings.

Marking, as it does, the completion of the "golden age" and a half-way point in the history of the building of the business district of Chicago, this visual record is considered worth preserving for its historical interest, the original publication being long out of print. Selected drawings follow, with descriptions as originally published.

Though a complete facsimile of those pages of the original which are reprinted has not been sought, a fairly close reproduction has been attained. Discrepancies of spelling and punctuation in the 1898 book have in the main been kept, and the type-font employed in this reproduction resembles that used by Rand, McNally & Company fifty years ago.

One of the most interesting studies which a reader might wish to make of the material that follows would deal with occupational groupings and classifications of the tenants in the various parts of the Central Business District.

VIEWS OF CHICAGO

Vicinity of the Board of Trade.

The region graphically portrayed on the opposite page is doubtless the most striking one in the city, for the visitor can not approach it from any direction without adding to the scene many other notable buildings. The "head of La Salle Street," as late as 1868, included no good building of any size whatever. Jackson Street, the avenue in front of the Board of Trade, and Quincy Street, the alley or narrow street one block north, were densely populated with the worst elements of the city. The Van Buren Street Station was then the head of La Salle Street, and La Salle had not been shortened to make a place for the Board of Trade. The Grand Pacific Hotel was built and burned in 1871. It was reproduced in 1872. The grand transformation of this locality came in 1883 and 1884, when the earliest group of Chicago's high buildings was erected. The rise in value of property on Jackson Street was sometimes from one to twenty in a year's time. The block directly to the right of the Grand Pacific Hotel, composed of the Royal Insurance, Mallers, Gaff, and Counselman buildings, made the most rapid progress in 1884. The Rand-McNally Building is seen in the foreground. In addition to the sterling character of its architecture, it has become very famous as the headquarters of the World's Fair.

1. The Lakeside Building

Stands at the southwest corner of Clark and Adams streets. It is a populous and busy corner. Here is the home of the Lakeside or Chicago City Directory, a work which grows more ponderous each year. This directory can always be consulted at any drug-store or counting-room. In this building the Lakeside Library began, which was sold to New York publishers and became the Seaside Library, because it was translated from lake to sea. The Lakeside Building is of the days when Chicago imitated Paris, with pavilions, Mansards, gables, and dormers. Its exterior is of stone and iron, and it has 6 stories, is 110 feet high and 125 feet square. It has 65 offices, 3 stores, 2 elevators, carrying 1,600 passengers daily, and its 300 occupants are publishers, printers, and manufacturers' agents. It has always been a publishing center, and here the earliest literary magazines were edited, particularly the *Lakeside Monthly*. It cost \$200,000 in 1873.

2. The Rookery

Stands west of the Lakeside, on Adams Street, and reaches La Salle Street, a remarkable thoroughfare, because of its high sky-lines, ending with the tower of the Board of Trade. Here stood the water-tank, and here, in 1884, rose this splendid edifice. The Adams Street frontage is 170 feet, the La Salle 180. The height is 165

feet, in 11 stories and basement. The offices—more than 600 in number—surround a large court, and 10 passenger elevators carry 22,000 persons each day. There are 3 freight elevators. The 5,000 occupants may be grouped as financial, but there are many exceptions. D. H. Burnham's offices are on the upper floor. The Corn Exchange Bank and Illinois Trust & Savings Bank are located below, with many offices of brokers, private bankers, and agents. The cost of this structure was \$1,500,000. It was built by a joint-stock company.

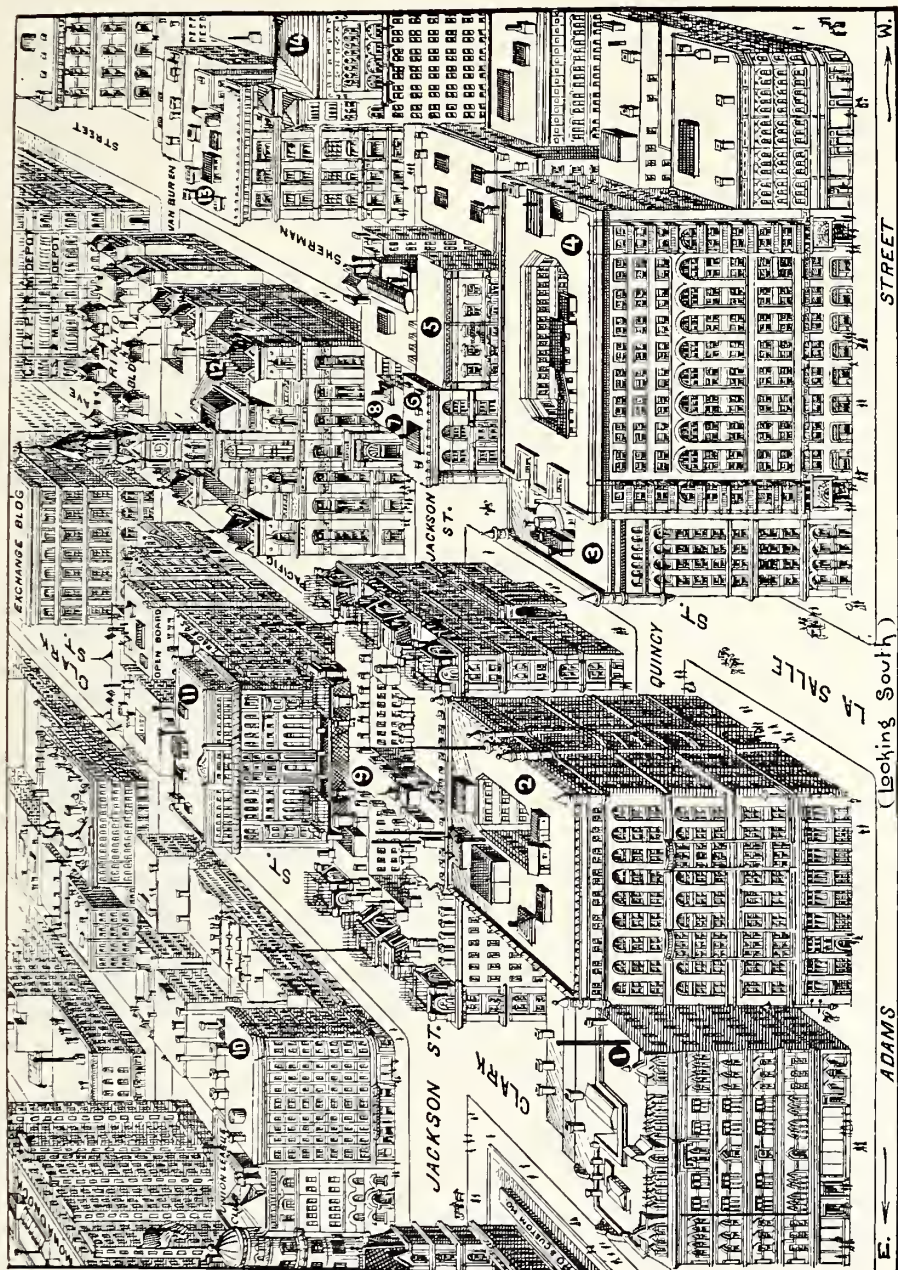
3. The Insurance Exchange,

Across La Salle Street from the Rookery, has a handsome façade, the favorite design of the late John W. Root, architect. It extends from Adams Street to Quincy, 165 feet; 60 feet deep. Here are the Columbia and Continental National banks. About 400 tenants are served by 3 passenger elevators; 9 stories and basement, red pressed brick exterior, with coignees of vantage, and elaborate entrance. Erected in 1884; cost \$450,000.

4. The Rand-McNally Building

Is a complete steel 10-story structure occupying Nos. 160-174 Adams Street and Nos. 105-119 Quincy Street, to which it extends. It was erected in 1889, has 10 stories, 16 stores, and 300 offices, but is principally

VIEWS OF CHICAGO



VICINITY OF THE BOARD OF TRADE

VIEW OF CHICAGO

occupied by Rand, McNally & Co., printers and publishers, with 900 employes. The headquarters of the World's Columbian Exposition have been here, and here are the general offices of the Chicago, Milwaukee & St. Paul Railway. Here the Long Distance Telephone Company (Quincy Street side) enables you to call up New York City. Cost, \$1,000,000.

5. The Royal Insurance Building,

Fronting on Jackson Street (Nos. 165-173), reaches through to Quincy. The frontages on both Jackson and Quincy streets are 100 feet, with 9 stories and basement. Here 163 offices surround an impressive quadrangular, balustraded interior court, and 5 elevators serve 800 occupants. The building is of steel, stone, and red brick, and was built in 1884 to serve Board of Trade operators, insurance men, railroad agents, and cognate interests. The cost was \$600,000. The interior is one of the sights of the city.

6. The Mallers Building,

Occupying a lot but 38 feet on La Salle by 59 on Quincy Street, is 12 stories and basement, or 175 feet high. It has 2 elevators and 200 occupants, who are of all classes of light business. It cost \$275,000 in 1884, and was for awhile the highest office building in Chicago. It is all steel, pressed brick, and stone.

7. The Gaff Building

Is a 9-story steel structure with a frontage of 80 feet and but 60 feet deep, uniting the Mallers and Counselman buildings on La Salle Street, at Nos. 230-36. Here are 2 fine elevators, mail-chute, marble stairs, and nearly 100 attractive offices. Erected in 1884 at a cost of \$275,000. It is occupied principally by grain commission merchants.

8. The Counselman Building,

Occupying but 56 feet on La Salle and 60 on Jackson Street, stands almost at the door of the Board of Trade. It is all steel inside; 9 stories and basement, 145 feet high, and has 78 offices. There are 2 elevators and 300 occupants—grain and insurance men. The building was erected in 1884 and cost \$325,000.

9. The Grand Pacific Hotel

Is an enormous structure fronting Clark, Jackson, La Salle, and Quincy streets. The frontages are 186 feet on Clark, 294 on Jackson and Quincy, and 178 on La Salle.

The height is 110 feet, with only 6 stories and basement. This hotel follows the Parisian architecture, with pavilions and Mansard roof. Its grand dining-room is 137 x 62 feet in size. There are 600 rooms for guests, with 2 elevators. This great house contains 35,000 square feet of dimension stone, 7,000,000 brick, 11,000 barrels of cement, 10,000 barrels of lime, 930 windows, 1,070 doors, 250 bath-tubs and closets, 7,500 square feet of tiled flooring, 8,500 square feet of plate glass, 33,500 feet of gas-pipe, 2,698 gas-burners, 47 miles of wire, 30 arc and 760 incandescent lamps. It covers nearly an acre and a half of land, and cost \$1,300,000, but costly as it was, the land-value beneath it, by constantly and rapidly rising on a five-year revaluation contract at 6 per cent, has completely swallowed the building, which now belongs to the land owners. The western half belongs to the Northwestern University at Evanston, Ill.

10. The Hotel Grace,

A European hotel, southeast corner of Clark and Jackson streets; 8 stories, 4 stores, 140 rooms, 1 elevator; 120 feet on Jackson, and 50 on Clark, 100 feet high; hotel office upstairs. It was erected in 1887, and cost \$200,000.

11. The Phenix Building,

At the southwest corner of Clark and Jackson streets, has a depth of but 50 feet on Clark, with 217 feet of frontage on Jackson, reaching to Pacific Avenue; 13 stories and basement, 200 offices, 5 elevators, and 1,500 occupants. Built of steel, granite, marble, terra cotta, and red pressed brick. All offices have marble bases, all corridors are entirely of marble, with bronze railings. High-class tenants have chosen these elegant precincts. The building was erected in 1886, at a cost of \$700,000, and with the ground upon which it stands was sold to the Western Union Telegraph Company in 1892 for \$1,500,000. The telegraph company added 2 stories to the height.

12. The Board of Trade Building

Is at the head of La Salle Street, on Jackson, flanked by Sherman Street on the west and Pacific Avenue on the east. This is the principal market-place of the world, and here cereals and food of all kinds can always be turned into money in a moment's time. The tower is 322 feet high, and the copper weather-vane, a ship, 9 feet long and 8 feet high. The tower contains a large clock, which strikes on a bell weighing 4,500 pounds. The building has 9 stories,

VIEWS OF CHICAGO

and on 3 sides carries aloft walls of Maine granite. Its rear is whitened with 90,000 enameled brick. It is 175 feet wide and 225 feet deep. The hall is 80 feet high, with stained-glass skylight, and walls lined with green and parti-colored pilasters and gorgeous stone balustrades. The cost was \$1,800,000. It was erected in 1882-85. The interior is of steel. There are 4 elevators, making 700 trips a day.

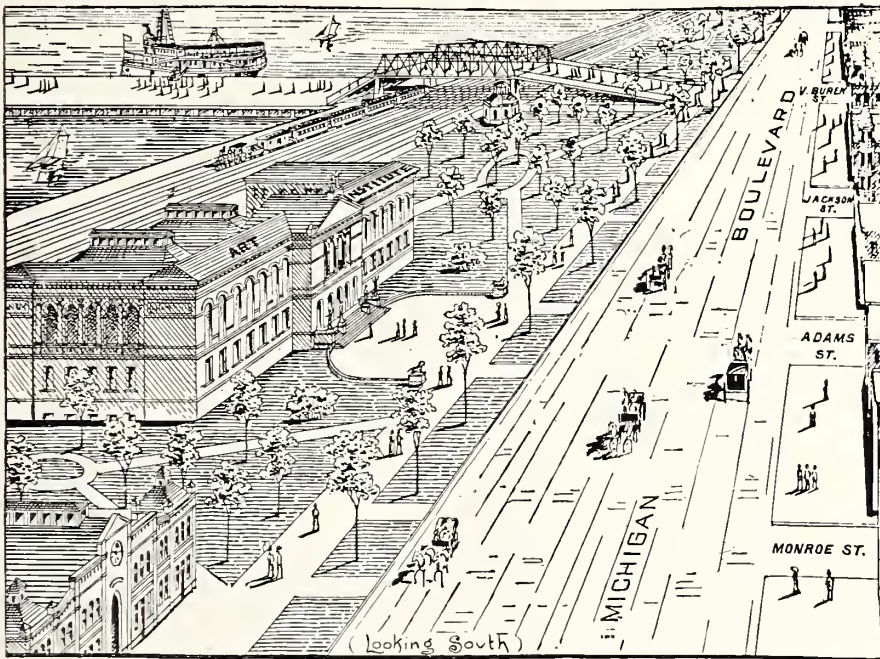
13. The Brother Jonathan Building,

Southwest corner of Jackson and Sherman streets, 100 feet on Jackson and 50 feet on Sherman. It is 100 feet high, with 6 stories

and basement, and 70 offices; 2 elevators. Cut-stone and brick exterior. Cost, in 1887, \$300,000. Grain commission merchants, brokers, and railroad agents.

14. The Medinah Temple,

Northeast corner of Jackson Street and Fifth Avenue, erected by the Medinah Temple Company, cost \$500,000; 12 stories in height, steel, terra cotta, and pressed brick. Frontage on Jackson 115 feet, on Fifth Avenue 110. The first 2 stories for stores and shops, the next 8 for manufacturers' agents, 11th and 12th for the use of the shrine which built the Temple.



ART INSTITUTE

VIEWS OF CHICAGO

From Adams Street, Looking South

The scene before the reader (on the opposite page) portrays some of the most remarkable buildings in the world. The Monadnock at the time it was built, and in 1893, contained the largest number of offices. The Great Northern Hotel has 500 rooms for guests. In the distance, on Van Buren Street, are the Isabella, the Siegel-Cooper, and the Old Colony. On the right of the Monadnock can be seen the palatial home of the Union League Club. In front is the celebrated Post Office of Chicago, a property which, at an original cost of \$4,000,000, has proved a disappointment to inmates and tax-payers alike. On its left, in front, is the tall Owings Building. The actual views south, west, and north, standing at the intersection of Jackson and Dearborn streets, are perhaps the most striking that can be easily obtained in the city.

1. The National Union Building,

At 66-72 Adams Street, is 80 feet wide, 100 feet deep, and 60 feet high, with 3 stories and basement. It is a brownstone front, and its upper stories contain 4 halls for the accommodation of councils or lodges of the mutual insurance association known as the National Union. These rooms are patriotically called Washington, Jefferson, Franklin, and Lincoln halls. It was the method of this society, at first, to unite certain professions in separate councils. But the Press Council, as an instance, beginning with many journalists and printers, has added hundreds of the leading railway men to its membership, greatly to the advantage of all concerned. Erected in 1888.

2. The Dexter Building,

At 80-84 Adams Street, is 50 feet wide, 105 feet deep, and 140 feet high, with 8 stories and basement. The structure is of the steel pattern, with heavy brick walls and terra cotta and tile. There are 2 stores, 140 offices, and 2 passenger elevators. The occupants are insurance companies, real-estate dealers, and manufacturers' agents. Erected in 1892, at a cost of \$150,000.

3. The Owings Building

Fronts 50 feet on Adams and 75 feet on Dearborn Street, at the southeast corner. This 14-story structure, on a lot so small, at a corner so conspicuous, produces a monumental effect. The brick used in this edifice were the first in the Western world to imitate in shape and color the brick used by the ancient Romans in the Eternal City. A tower with cupola, and ornate treatment at the roof, enhance the architectural effect. The history of this peculiar edifice is further given in our chapter on "Notable High Buildings." There are 168 offices and

3 passenger elevators, averaging 900 trips a day. The occupants are financial and coal companies, investors, and professional men. The Owings Building was erected in 1888, at a cost of \$475,000, and like the Monadnock, Manhattan, Unity, and others is a genuine Chicago sky-seraper.

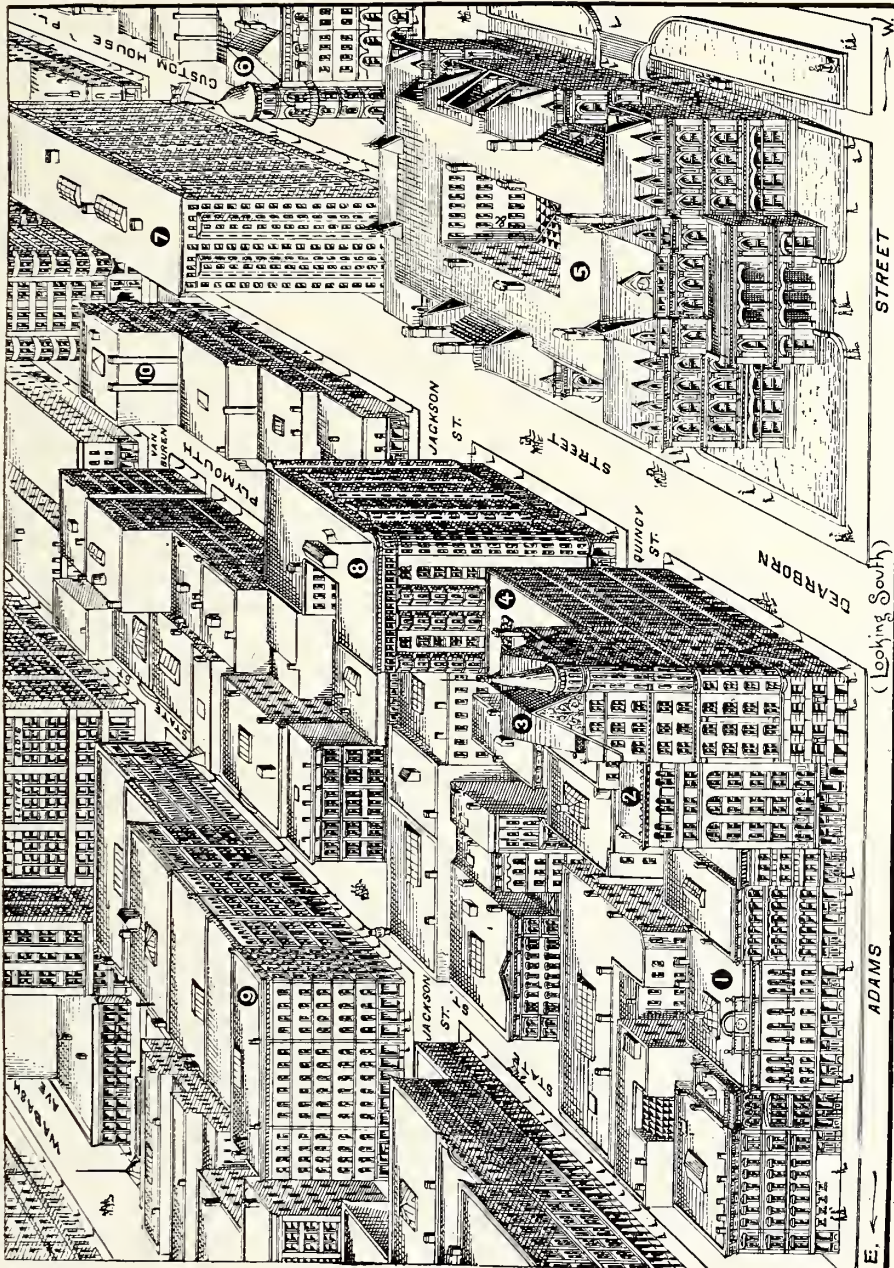
4. The Temple Court Building

Fronts 100 feet on Dearborn and 180 feet on Quincy Street, at the northeast corner, and is 100 feet high, with 9 stories and basement. It is built of stone, brick, and terra cotta. There are 8 stores, 400 offices, and 3 elevators. The occupants are coal dealers, capitalists, brokers, attorneys, scientific experts, manufacturers' agents, and professional men. Erected in 1887.

5. The Post Office and Custom House

Occupies a square bounded by Adams, Clark, Jackson, and Dearborn streets, but the building, standing in the center of this plot of ground, has a width on Adams and Jackson of only 212½ feet, and a length on Clark and Dearborn of but 305.2 feet. After the destruction of the old Post Office, at the northwest corner of Monroe and Dearborn, there was a strenuous attempt to buy the whole of that square for the Federal Government, but the property was considered too high-priced. Some further history of this institution in Chicago is given in our chapter on "Notable High Buildings." Its weight was too great for the soil, and there has always been an uneven settlement, destructive in character, and at times dangerous to the occupants. To hold it together, heavy rods have been run through the upper walls. The material entering into the construction of this fabric is of the best—Buena Vista sandstone, steel, cement, terra cotta, brick, and marble. The heavy stone walls rise to a

VIEWS OF CHICAGO



FROM ADAMS STREET, LOOKING SOUTH

VIEWES OF CHICAGO

height, with their roof, of 102 feet, and there are 4 stories and basement. On the three upper floors are 65 rooms, occupied by 8 divisions with 20 different departments of the Government service. On the main floor, surrounded by a great lobby, is the Post Office. In the building are 3,500 employes, who use 1 freight, 10 mail, and 4 passenger elevators. Into this house, which never closes, it is estimated that 50,000 persons go every day.

6. The Union League Club,

At 110-114 Jackson Street, is the property of the most popular and influential social organization in the city. Its membership is nearly 2,000, and it has exceeded the political bounds and restrictions under which it was founded. Nominally a Republican society, it has become, under the liberal influence of the World's Fair, a potent factor in the every-day life of the city. In its ranks are nearly all the ambitious young successful tradesmen of the city, and professional men have not been slow to ally themselves with a body so active and progressive. The striking and luxurious home of the club fronts 100 feet on Jackson Street and is 60 feet deep, with 5 stories and basement. There are 74 rooms above the street. The walls are 100 feet high with roof, and the material is granite and brick. There are 125 employes. About 400 people enter the club daily. Erected in 1887. Cost, \$500,000.

7. The Monadnock Building

Covers the very long and narrow block bounded by Jackson, Dearborn, and Van Buren streets and Custom House Place (once Fourth Avenue). The front on Dearborn Street is 420 feet; the depth is but 70 feet. The walls, which are among the very heaviest brick constructions in the city, rise to a height of 180 feet, with 16 stories, and exhibit fine specimens of constructive skill. All the strength and security of a steel and tile interior are added to make the Monadnock permanent and popular. In this astonishing edifice there are no less than 1,600 offices and 18 passenger elevators. Great corporations, banks, and professional men are to be found here—among them the Santa Fe, the Michigan Central, and the Chicago & Alton railroads, and the

American Exchange National and the Globe Savings banks. Electricians, attorneys, agents, capitalists, and commission merchants also gather here. Erected in 1891-93, at a cost of \$2,500,000. (See "Notable High Buildings.")

8. The Great Northern Hotel

At Dearborn, Jackson, and Quincy streets, on the northeast corner of Jackson and Dearborn, is a high steel structure that preserves many canons of old-style proportions. Like the Rookery, the Siegel-Cooper, and the First National the Great Northern is impressive on the lines of grace and beauty. The dimensions of this colossal structure are as follows: Front on Dearborn, 165 feet; depth on Jackson and Quincy, 100 feet; height, 185 feet; 16 stories and white marble basement. In this hotel are 500 rooms, 8 dining-rooms, cafe, and 6 elevators. A prize was publicly offered for a name, and given to the suggestor of the title "The Chicago." This title was abandoned for the present one. The plan of entertainment is strictly European. The appointments and modern character of this hotel give it a conspicuous place among the sights and conveniences of Chicago. The proprietors are Hulbert & Eden, highly experienced and well-known landlords. Erected in 1891, at a cost of \$1,150,000.

9. The Spaulding Building

Fronts 40 feet on State and 147 feet on Jackson Street, at the southeast corner. It is an imposing 6-story building of the style of 1872, with 2 passenger elevators, and 40 offices on the upper floors. The three lower stories are occupied by Spaulding & Co., extensive manufacturers of silverware.

10. The Boyleston Building,

At 265-273 Dearborn Street, extends through to Plymouth Place (once Third Avenue) on the east, and is 100 feet wide, 80 feet deep, and 75 feet high, with 6 stories and basement. There are 60 offices and 1 elevator. The walls are of stone and iron. Publishers, printers, agents, and jobbers occupy the premises. Erected in 1875, and owned by the estate that built the Old Colony, opposite.

Views of Chicago

East End of Adams Street, Looking South.

An excellent view of the Pullman Building, and good relative views of the Isabella, the Siegel-Cooper (Leiter), and Old Colony buildings are afforded in the picture on the opposite page. Two celebrated hotels, the Leland and the Richelieu, are to be seen; and among popular retail stores, James H. Walker's and the Hub. At the southeast corner of Wabash Avenue and Jackson Street is a remarkable grouping of physicians' offices. Music and art flourish in this part of Wabash Avenue. Here, during war-times, was the fashionable residence quarter of Chicago, and houses with large shaded grounds were to be seen all along Wabash Avenue.

1. The Pullman Building

Fronts 169 feet on Adams Street and 120 feet on Michigan Boulevard, at the southwest corner. This structure is described fully in our chapter on "Notable High Buildings." Its 10 stories are 125 feet high and its northwest tower rises 162 feet above the street. It has 125 suites of offices and 75 apartments for residence, with 4 passenger elevators. The construction is of steel within, and granite, pressed brick, and terra cotta outside. Here Mr. George M. Pullman has his offices, and here are the headquarters of the Pullman Palace Car Company. The United States Army maintains departmental headquarters here, and many professional men and merchants occupy offices and stores. The Pullman, which is one of the principal edifices of Chicago, as well on account of situation as of intrinsic splendor, was erected in 1884, at a cost of \$1,000,000.

2. The Stevens Art Building,

At 24-26 Adams Street, is 50 feet wide, 80 feet deep, and 75 feet high, divided in 7 stories and basement. It has 1 store and art-gallery, 28 offices, and 2 passenger elevators. This new style of steel building has a granite and Roman brick exterior. It is occupied by artists, musicians, and modistes. It was erected in 1888, at a cost of \$260,000.

3. The James H. Walker Building (Retail)

Fronts 80 feet on Wabash Avenue and 225 feet on Adams Street, at the southwest corner, and is 70 feet high, with 6 stories and basement. This is one of the great retail stores of Chicago, and its 7 floors are in themselves a fair, where nearly everything useful and ornamental pertaining to an American home may be seen or purchased. The display in the windows is very fine.

There are 4 passenger elevators, 32 departments, and 400 employees. The building is one of the handsomest of the ante-steel era of construction.

4. The Owen Electric Belt Building

Fronts 142 feet on Adams and 75 feet on State Street, at the southeast corner, and is 80 feet high, with 4 stories and basement. The fittings of the American Oyster House, in the basement, are an example of the magnificence of our contemporaneous architecture. There are 10 store-rooms, 60 offices, and 3 passenger elevators. The offices are occupied principally by manufacturers' agents and jewelers. The edifice was erected in 1891, at a cost of \$130,000.

5. The Hub Building

Fronts 100 feet on Jackson and 123 feet on State Street, at the northwest corner. It is a 5-story building, 70 feet high, with 2 passenger elevators. It is occupied by the Hub Clothing Company, which employs 100 salesmen. Erected in 1883. Cost, \$200,000.

6. The A. H. Andrews & Co. Building,

At 215-221 Wabash Avenue, like Kimball Hall, farther south, makes a fine showing on the street, having graceful bays and liberal provision for light. The building is 80 feet wide, 125 feet deep, and 95 feet high, with 7 stories and basement; has 2 stores, 25 offices, and 3 elevators. The building has a stone and steel front, and is mainly occupied by A. H. Andrews & Co., office and school furniture manufacturers and wholesalers. It was erected in 1890.

7. The Casino

Was built as the Eden Musee, at 227-229 Wabash Avenue, with a frontage of 54 feet, a depth of 70 feet, and a height of 90 feet,

Views of Chicago

in 5 stories and basement. It is a handsome structure of the old style, erected in 1888, at a cost of \$115,000, and is open to the public as a wax-work museum and family minstrel show.

8. The Leland Hotel

Fronts 180 feet on Jackson Street and 160 feet on Michigan Boulevard, at the southwest corner. Its admirable situation on the Lake Front and the honored name it bears have brought it into widespread popularity. Before the Lelands purchased it it was called the Gardner House, and was always noticeable for the varying bright colors with which its walls were covered. The building is 70 feet high, divided in 6 stories and basement, and has on its main floor 5 stores and a café. There are 275 rooms and 2 passenger elevators. An artesian well flows in the office, which is on the main floor, as are the reception-rooms. The white marble fittings of this hotel are a result of the remodeling in 1890, when Kittredge & Skels, the present proprietors, took charge. A cheerful public fireplace is a feature which greets the stranger in winter. Originally built in 1872, at a cost of \$500,000; remodeled in 1891, at a cost of \$200,000. (See "Hotels.")

9. The Richelieu Hotel,

Next south of the Leland, fronts 125 feet on Michigan Boulevard, and is 125 feet deep. The building is 90 feet high, with 6 stories and basement; brick and terra cotta walls. There are 125 rooms and 1 passenger elevator. The furnishing of this hotel, the service, and the indefinable thing called "tone" are such as to attract guests of

great reputation and large wealth. The article on "Hotels" in this guide mentions some of the characteristics of his hostelry. Erected in 1885.

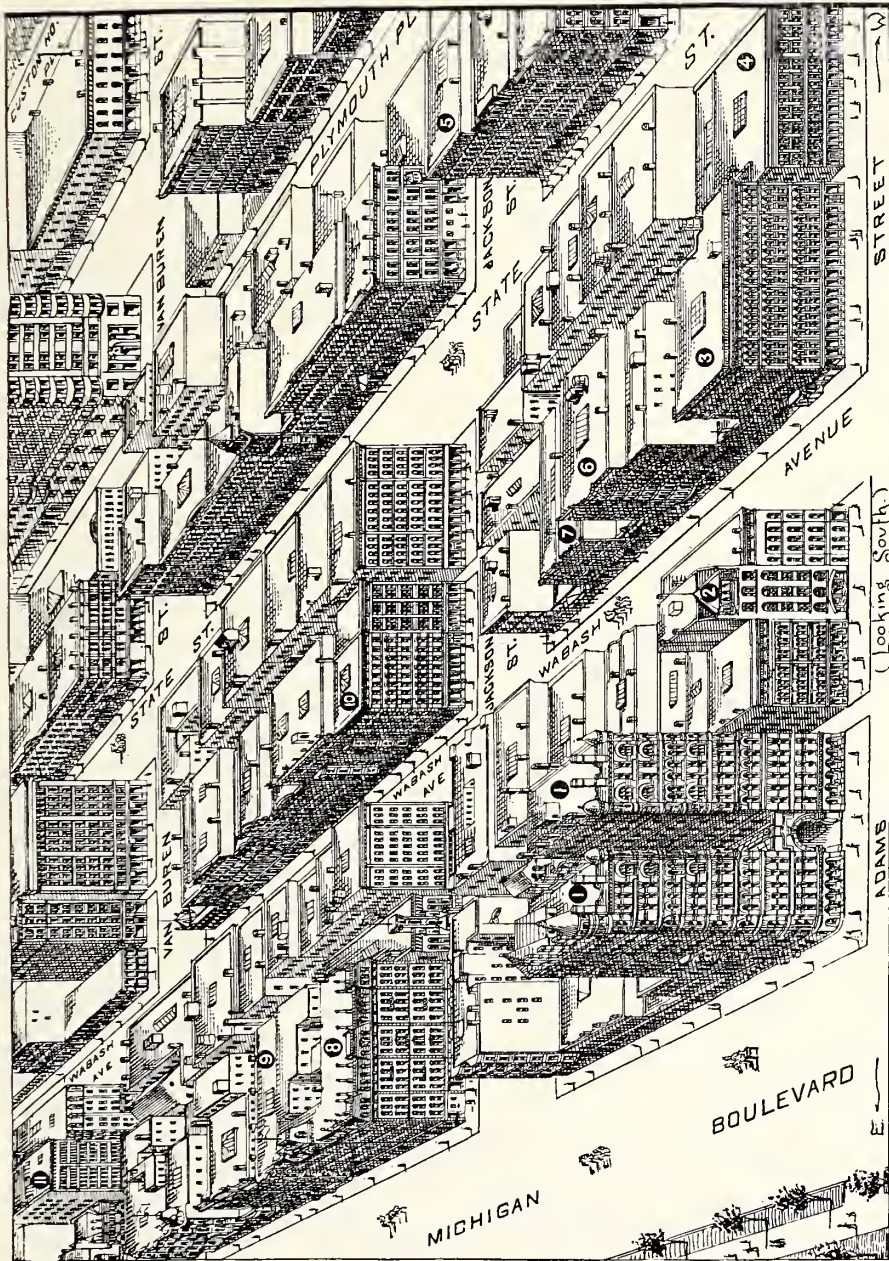
10. Chickering Hall

Fronts 100 feet on Jackson Street and 50 feet on Wabash Avenue. It is 65 feet high, with 6 stories and basement, and contains a recital hall of high standing among musicians, who nearly fill the 35 offices of the building. Here are 2 stores, and here are the headquarters in Chicago of the Domestic Sewing Machine Company. The structure, a fine one, was erected in 1878.

11. The Athenæum Building,

At 18-26 Van Buren Street, is the home of one of the noblest of Chicago's semi-public institutions. Here classes in almost all schools of knowledge are maintained, where the adult student may repair the neglect of earlier years. Nor are athletic exercises despised. The Athenæum had its quarters in 1874 where the Peacock Café now is, on Madison Street near Clark, and for many years later was on Dearborn Street near Randolph. Its main apostle was O. C. Gibbs, and Ferdinand W. Peck has been one of its steadfast friends. Here a young man or woman may study foreign languages, elocution, history, or science. He may in some sense enter good society, and here he will form life-long acquaintances. The building is 125 feet wide, 120 feet deep, and 70 feet high, with 7 stories and basement. There are 2 passenger elevators. The walls are of brick and cut-stone. Erected in 1886, at a cost of \$107,000; remodeled in 1891, at a cost of \$200,000.

VIEWS OF CHICAGO



EAST END OF ADAMS STREET, LOOKING SOUTH

VIEWS OF CHICAGO

From Adams Street, Looking North on La Salle.

The tract of valuable and populous territory that falls under the eye on the opposite page contains some of the finest business buildings in the world. Conspicuous among these is the Woman's Temple. Some features of the Home Insurance—the Cyclopean granite walls of its lower stories—must be closely studied to be appreciated. At the northeast corner of Monroe and La Salle streets is the Nixon Building, which stood unscathed through the Great Fire. Beyond is the Young Men's Christian Association Building, and, dimly beyond, the Tacoma is seen. At the left, on Fifth Avenue, rises the Lees, and still higher beyond it, the Security Deposit. All these are solid steel edifices; and another, the Calumet, is thrown out of view by the presence of the Home Insurance. For twenty years this part of La Salle Street has been given over largely to insurance and real estate.

1. The Schloesser Block,

At the northwest corner of Adams and La Salle streets, is a handsome stone-front of the pattern once deemed desirable on La Salle Street. The basement is very high, and there are 4 upper stories. Here the *Current* was born—the most ambitious literary venture of early Chicago—and the Single Tax Club has entertained many accomplished thinkers and writers of different principles. The building, which was erected in 1872, fronts 120 feet on La Salle, 60 feet on Adams, and is 65 feet high. It has 8 stores, 29 offices, and over 160 occupants, who are agents, brokers, and publishers.

2. The Home Insurance Building,

At the northeast corner of Adams and La Salle streets, has been described generally in another place. It is a high steel building of the first class, and has been increased from 10 to 12 stories in recent years. It fronts 140 feet on La Salle and 97 on Adams, with a height of 180 feet. The walls of the lower two stories are made of one course of granite blocks. The foundations are heavy, and the brick walls of the superstructure are very thick. There are 235 offices, 1,250 occupants, and 4 passenger elevators. The principal tenants are Armour & Co., who have general offices here, and the Union National Bank, of which J. J. P. Odell is president. Insurance agents, manufacturers' agents, publishers, and professional men fill the building. Erected in 1884, at a cost of \$800,000, and enlarged in 1891.

3. The Edison Company's Power House,

At 139-141 Adams Street, although a small building, contains 16 engines, 32 dynamos, and furnishes power for 100,000 electric lights. Its chimneys have added a chief difficulty to the Chicago smoke problem. Dimensions: Width on Adams, 50 feet; depth, 200 feet; height, 40 feet. The general offices of the Chicago Edison Company are here. Erected in 1887.

4. The Porter Block

Has 100 feet front on Clark Street and 80 feet on Adams, at the northwest corner. It is 75 feet high, with 4 stories and basement, containing 6 stores and 40 offices. It is occupied by railway ticket offices, agents, and physicians; was erected in 1873.

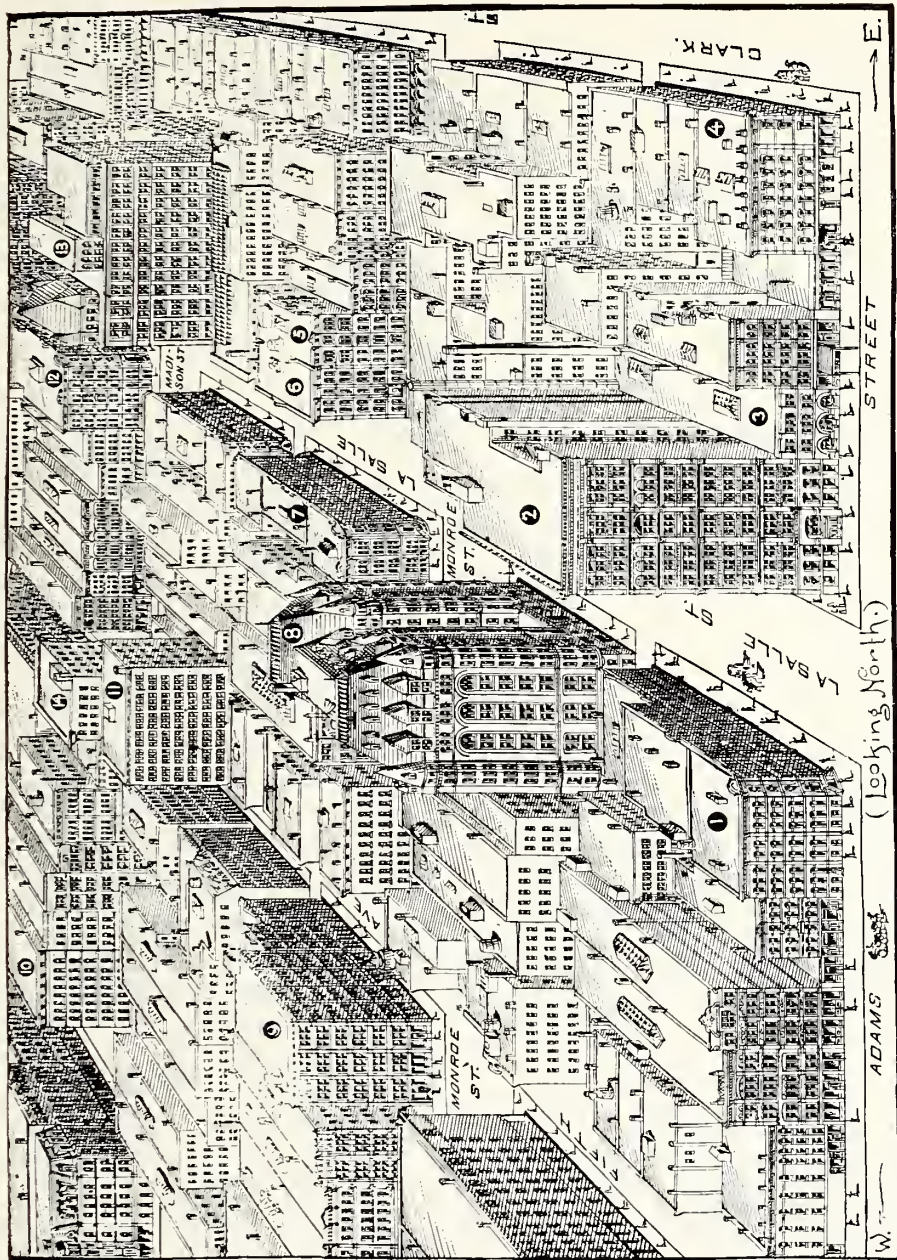
5. The Kent Block,

At 151-153 Monroe Street, is a fine brick front of the old style, 40 feet wide, 60 feet deep, 85 feet high, with 6 stories and basement. There are 2 stores, 44 offices, and 1 elevator in the building, which is occupied by professional men. Erected in 1871.

6. The Nixon Building,

At the northeast corner of Monroe and La Salle streets, was in the finishing stages and wet with new plaster on the night of the burning of Chicago. Little or no damage was done to it, and it served as a nucleus around which to gather new business and begin rebuilding. It fronts 46 feet on Monroe and 80 feet on La Salle, with 65 feet of height in 6 stories and basement. There are 48 offices and 1 elevator. The

VIEWS OF CHICAGO



FROM ADAMS STREET, LOOKING NORTH ON LA SALLE

tenants are real estate, insurance, financial, legal, and other professional men. There are about 150 occupants.

7. The Bryan Block

Fronts 190 feet on La Salle and 50 feet on Monroe, at the northwest corner. It is 55 feet high, with 4 stories and basement. It is a stone-front of 1872, containing 6 stores, 95 offices, and 1 elevator, and is devoted principally to real estate and insurance.

8. The Woman's Temple,

At the southwest corner of Monroe and La Salle streets, is the most conspicuous office building in this part of town. It is described in another chapter. It was erected in 1892, at a cost of nearly \$1,500,000. The lot is 96 feet wide on Monroe and 190 feet deep on La Salle. The Temple is 185 feet high, in 12 stories and basement, with 300 offices. Seven passenger elevators carry 15,000 persons daily. The construction is fire-proof, of steel, granite, brick, and terra cotta, with white marble rotunda, staircases, and wainscoatings. Four banks—the National Bank of America, the Bank of Commerce, the Metropolitan National Bank, and the Bank of Montreal—are to be found here, and Willard Hall may be entered on the ground floor, from Monroe Street. Main entrance on La Salle Street, where the semicircle of elevators should be seen.

9. The Wells Building,

At the northwest corner of Monroe Street and Fifth Avenue, has a frontage of 80 feet on both thoroughfares, and is a 7-story structure 110 feet high, with 1 freight elevator. Its walls are of brick and iron, and built with great attention to light and air. It was erected in 1884, just after a destructive conflagration at this corner, and foreshadowed, in the lightness of its walls, the discovery that a building could be made independent of its exterior in the matter of security. M. D. Wells & Co., a great wholesale boot and shoe house, occupy the premises.

10. The Galbraith Building

Fronts 100 feet on Madison and 200 feet on Franklin Street, at the northeast corner. It is 80 feet high, with 6 stories and basement. It was remodeled in 1892, and is a stone-front of 1873. It has 6 stores and 2 elevators. The tenants are wholesale jobbers and manufacturers' agents.

11. The Lees Building,

147 to 153 Fifth Avenue, is a modern 12-story and basement steel building. The

materials used in its construction are pressed brick and terra cotta, plate-glass being generally used. With a frontage of 80 feet, a depth of 115 feet, and height of 165 feet, the structure presents a substantial appearance, being, it is claimed, absolutely fire-proof and strong enough to resist the heaviest strain. It is the best naturally lighted office building in the city, having a wide alley on three sides. Two hydraulic passenger and 2 steam freight elevators afford ample accommodation to the occupants, who are mainly manufacturers' and importers' agents and jobbers. The building was erected in 1892, at a cost of \$325,000.

12. The La Salle Building,

Fronting 80 feet on Madison and 40 feet on La Salle Street, at the northwest corner, was one of the most sumptuous edifices of the rebuilding era. It is an ornate stone-front of 5 stories and high basement in the La Salle-Street style, and runs 2 passenger elevators. There are 5 stores and 30 suites of offices. The height of the stone-front walls is 85 feet. The occupants are financial, insurance, real estate, and professional corporations and persons. Built in 1874.

13. The Y. M. C. A. Building

Covers the site of Farwell Hall, in the rear of 150 Madison Street, fronting La Salle Street on the east side at Arcade Court (an alley). This splendid building is like the Athletic Club's steel building on Michigan Boulevard. The lot is irregular, but has 54 feet front on La Salle, and is 187 feet deep on Arcade Court, with greater width in the rear. The structure is 190 feet high, with 12 stories and basement. Its interior is described in our chapter on "Notable High Buildings." It was erected in 1893, at a cost of \$850,000. The skeleton steel method of architecture is here followed, nothing depending on outer walls. Farwell Hall had a notable history. It burned before the Great Fire; it burned in the Great Fire; it was demolished to make way for this steel sky-scraper.

14. The Security Deposit Company Building,

As well as the Lees, which stands south of it, has been described in our chapter on "Notable High Buildings." The former fronts 47 feet on Madison and 100 feet on Fifth Avenue, at the southeast corner. It is a sky-scraper of 14 stories and basement, 147 feet high, with 4 passenger elevators. There are 5 stores and 150 offices. It was erected in 1892, at a cost of \$500,000, and is occupied by wholesale agents and professional men.

VIEWS OF CHICAGO

From Adams Street North on Dearborn

The great height of many of the buildings included in the accompanying illustration is not apparent at a glance, that of the entire block in the right foreground varying from 100 to 140 feet. The Palmer House, farther to the right, was once, architecturally, the admiration of the West. Near the left foreground may be seen the Montauk Block, the first of Chicago's high steel buildings. In the scene are the First National Bank, the largest financial institution in Chicago; the *Tribune*, and the Hartford. Kinsley's famous restaurant is seen in the foreground, and the Honoré Building, twice burned and restored, has been occupied by the Post Office, the Army, and the Union League Club. This square faces the Post Office on the north.

1. The Quincy Building,

At the northeast corner of Clark and Adams streets, fronts 60 feet on Clark and 80 feet on Adams. It is 70 feet high, with 5 stories and basement. There are 45 offices and 1 elevator. The occupancy is miscellaneous, but largely professional. Erected in 1873.

2. The Kinsley Building,

At 105-107 Adams Street, is a steel building 65 feet high, with 5 stories and basement. The lot is 55 feet wide and 180 feet deep. This first-class refectory was erected in 1885, at a cost of \$500,000, and is wholly occupied by Kinsley, the caterer and restaurateur.

3. The Honoré Building,

At the northwest corner of Dearborn and Adams streets, is occupied by the Marquette Hotel. It fronts 185 feet on Dearborn and 100 on Adams Street, is 65 feet high, and has 6 stories and basement, with 12 stores, 10 offices, and 300 rooms. There are 2 passenger elevators. The outer walls are possibly the most ornate that remain in Chicago, if we except the Palmer House. The model of this building was completed in 1871, burned in 1871, rebuilt in 1872 with much salvage, and gutted by fire early in the eighties.

4. The Fair Buildings

Occupy the half of a square on State, Adams, and Dearborn streets. The principal structure is a high steel building. Its dimensions are as follows: Front on Dearborn, 200 feet; depth, about 180 feet; height, 9 stories and basement. In the various buildings are 12 passenger elevators. There are 100 departments—that is, 100 different stocks of goods—and 2,500 em-

ployes. The annual sales are \$8,000,000 at retail. The Fair was established in 1875, by E. J. Lehman. The new building was erected in 1891, and all of the extensive operations on this ground went forward without stopping or decreasing the regular operations of the firm.

5. The Palmer House,

Which is partly shown at the southeast corner of State and Monroe streets, may be also seen in another view, No. 7. The peculiarities and traditions of this great hotel are noted in our chapter on "Hotels." The main interior is of brick, steel, and tile, and it was the first fire-proof hotel in the West. The State Street front of 275 feet is elaborate and impressive. The total frontages, besides the foregoing, are 300 feet on Monroe and 300 feet on Wabash Avenue. The main building is 9 stories or 100 feet high. There are 15 stores, 700 rooms, and 3 passenger elevators. It was common report in 1873 that this property cost \$4,000,000. The rotunda and corridor are 106 feet long, 64 feet wide, and 36 feet high. There are some historical paintings to be seen.

6. The Adams Express Building,

At 183-189 Dearborn Street, is probably the most imposing old-style structure in Chicago. Its outer walls are of the cyclopean thickness and weight that came in with the early steel buildings. Particularly noticeable is the magnificent granite arch at its portal. The lot is 100 feet wide and 130 feet deep. The building stands 140 feet high, with 10 stories and basement, and contains 3 stores, 223 offices, 3 elevators, and 700 inhabitants. It is occupied by heavy firms and companies, and has always maintained a first-class standing among tenants. It was erected in 1884, at a cost of \$450,000.

VIEWES OF CHICAGO

7. The Commercial Bank Building,

At the southeast corner of Dearborn and Monroe streets, fronts 90 feet on Dearborn and 131 feet on Monroe, and is 100 feet high, with 6 stories and basement. The bank and security vaults occupy the first floor and basement; the upper floors are served by 2 passenger elevators. There are 100 offices, with 300 occupants, who are publishers, lawyers, agents, and insurance and real-estate men. The exterior is granite, brick, and steel, and presents an imposing appearance. The structure was erected in 1884, at a cost of \$300,000.

8. The Montauk Building,

At 115 Monroe Street, has a frontage of 90 feet and a depth of 180 feet. It is 130 feet high, in 10 stories, of steel construction, on heavy foundations, with thick walls. It has 150 offices, 300 occupants, and 2 passenger elevators. Erected in 1882, at a cost of \$325,000; the first high steel building in Chicago.

9. The First National Bank Building,

At the northwest corner of Dearborn and Monroe streets, occupies the site of the old Post Office Building. The building offers a spectacle of handsome proportions, combining strength, durability, and great size. It is surrounded on all sides with light and air. Dimensions: On Dearborn Street, 192 feet to alley; on Monroe Street, 96 feet to alley; 100 feet high, with 6 stories and high basement. There are 3 elevators and 100 offices. It was erected in 1880, and is described among our notable high buildings. The bank inside is a fine sight. The remainder of the building is occupied by corporations, attorneys, leading real-estate operators, promoters, and financial men generally.

10. The Stock Exchange Building,

At the northeast corner of Dearborn and Monroe streets, was erected in 1882, and remodeled at great cost in 1889. It is a very large brick structure, with 104 feet front on Dearborn and 120 feet on Monroe, 100 feet high, and 7 stories and low basement. It has 100 offices and 3 passenger elevators, and since its renovation has been a busy building. It is to lose the Stock Exchange, which goes to its new home at Washington and La Salle, but is the rendezvous of many financial men and speculators. The fee of this entire city square is school property.

11. The Mentor Block,

At the northeast corner of Monroe and State streets, fronts 26 feet on State and 80 feet on Monroe, 85 feet high, 7 stories. It was erected in 1873.

12. The Schlesinger & Mayer Building,

At the southeast corner of State and Madison streets, fronts 200 feet on State and 80 on Madison. It is 75 feet high, with 7 stories and basement, and 2 passenger elevators. Here is one of the popular retail dry-goods stores, with annual sales of \$5,000,000. There are 1,000 employees. The building, erected in 1873, has a conspicuous stone front.

13. The Evening Journal Building,

At 159-161 Dearborn Street, once boasted a beautiful façade, but this was removed in 1889, when the structure was remodeled. The building has burned twice. It is 40 feet wide, 120 feet deep, and 80 high, with 7 stories. It is occupied by the Saratoga Hotel and the *Journal*, the oldest daily publication in the West.

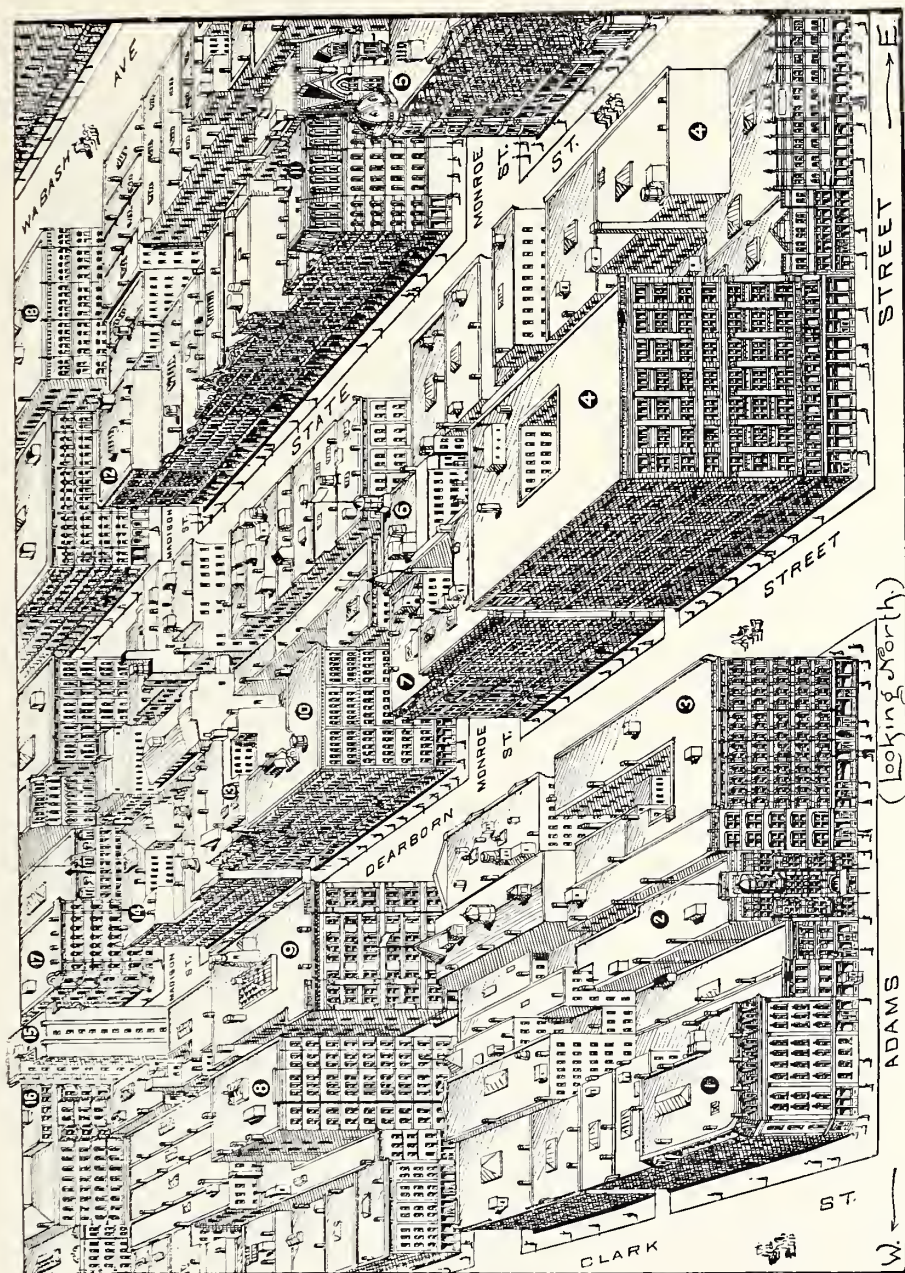
14. The Tribune Building

Fronts 120 feet on Madison Street and 72 feet on Dearborn, at the southeast corner, and stands beside McVicker's Theater. The first *Tribune* building was finished in 1869, and its walls were partly saved in the rebuilding of 1872, after the Great Fire. The type of the *Tribune* is set on the upper or fifth floor; the editorial rooms are on the fourth and fifth; the presses are in the basement, and the counting-room occupies the main portion of the lower floor. Tenants of various professions fill the 3 stores and 20 offices which remain for rent to the public. The 5 stories and basement are 65 feet high from the sidewalk. John McDevitt, the billiard champion, was burned to death under the sidewalk on the Madison side October 10, 1871.

15. The Hartford Building

Is a steel sky-scraper, with 92 feet on Dearborn Street and 50 feet on Madison Street, at the southwest corner. Its 14 stories carry it 165 feet high, and its skeleton construction leaves no weight on the outer walls, which are light. It has 4 elevators and 260 offices and banking quarters; among the occupants are the Chemical National Bank, Real-estate and loan agents

VIEWS OF CHICAGO



FROM ADAMS STREET, NORTH ON DEARBORN

VIEWS OF CHICAGO

and financial corporations gather here. This, the tallest building in the scene, was erected during the busy year 1892.

16. The Inter Ocean Building

Is nearly concealed behind the Hartford, at the northwest corner of Madison and Dearborn streets. A steel building on a very small lot rises at the corner, and this lot brought the highest price per square foot that has yet been paid for Chicago real estate. The entire premises front 100 feet on Madison and 50 on Dearborn. The old stone-front was erected in 1873. The steel corner building was built in 1889, when the entire interior was remodeled. There are 2 elevators and 75 offices for the public, with a handsome interior covered court. The portion occupied by the newspaper corresponds with that of the *Tribune* in its building.

17. The Union Trust & Savings Bank Building

Fronts 50 feet on Madison Street and 75 feet on Dearborn, at the northeast corner, and is 60 feet high, with 5 stories and basement. This is a handsome building of the old style, intended for bankers and professional men. It has 3 stores, 25 offices, and 1 elevator. The bank occupies the corner room. Edison's phonograph was first publicly exhibited in the West in this room. Erected in 1876.

18. The A. C. McClurg Building

Fronts 150 feet on Madison Street and 72 feet on Wabash Avenue, at the northwest corner. It is a brick block 75 feet high, with 6 stories and basement. It was erected in 1873, and contains one of the largest book-stores in the country.

VIEWS OF CHICAGO

North from East Adams Street.

The scene laid before the eye on the opposite page has for its features the Lake Front, the Metropolitan Business College, the high steel building of the Athletic Club, and the Palmer House, at the southeast corner of Monroe and State streets, also portrayed on another page, and there described. Great wholesale and retail shops abound in this region, and many art-stores may be found along Wabash Avenue. Hidden behind the tallest building in the picture is the new steel structure of the Western Bank Note Company, where the Whist Club has its quarters. A highly attractive detail of the view here represented is the portion of Lake Front Park, commanding an unobstructed survey of Lake Michigan, which at early morning or in the afternoon light presents a charming perspective.

1. The Leader Building,

At the northeast corner of State and Adams streets, has 34 departments or lines of business, with 475 employes. The building is an old-style stone-front, erected in 1873, fronting 140 feet on State and 120 on Adams Street, 4 stories and basement, or 55 feet high, with 2 passenger elevators for the public.

2. The Gibbs Building,

At the northwest corner of Wabash Avenue and Adams Street, was erected in 1874. It has frontages of 90 feet on Adams Street and 40 feet on Wabash Avenue. It is higher than the Leader Building (85 feet), having 5 stories and basement, and is occupied by music-sellers, wholesale jewelers, and manufacturers' agents. There is an elevator.

3. The A. H. Revell Building,

Northeast corner of Wabash Avenue and Adams Street. This edifice, which now presents within an appearance so distinguished, has had an eventful history for years past. It was once filled with a retail stock of dry goods by Gage Brothers, and later by Carson, Pirie, Scott & Co.; it stood vacant at the time of the Siegel-Cooper fire in September, 1891, and that firm moved in and occupied it while the Leiter Building was finishing at Van Buren and State, and at last Revell placed it among the sights of Chicago. This 6-story structure is a stone-front of 1873, modernized by Revell in 1891, 100 feet on Wabash Avenue, 160 on Adams, 75 feet high, with 2 passenger and 3 freight elevators.

4. The Hotel Brunswick

Has an enviable frontage directly at the commencement of the famous lake shore façades of Michigan Boulevard. It is opposite the Pullman Building, being situated at the northwest corner of Adams Street, with 100 feet on Adams and 40 feet on the boulevard. The structure, which is of the later period (built in 1883), has 6 stories and basement, 85 feet high, 100 rooms, 2 stores, and a passenger elevator. The walls are of brick, iron, and terra cotta. The house is kept on the American plan.

5. The Williams Building

Is diagonally opposite, at the southeast corner of Monroe Street and Wabash Avenue. Here is the wholesale millinery-store of Edson Keith & Co., one of the largest in the world, which all women visitors should see, and Lyon, Potter & Co.'s music-house. The building stretches along no less than 160 feet on Wabash Avenue and 180 on Monroe Street, with 5 stories, 75 feet high, 3 passenger elevators and 2 freight elevators. The style is that of 1873, with considerable elegance of exterior.

6. The Clifton House.

At the northwest corner of Wabash Avenue and Monroe Street. Here stands one of the oldest of the family hotels, noted, under various managements, for the elegance of its belongings and the exclusive quality of its family guests. Vast sums have several times been expended on the furnishings of the Clifton. The building has 160 feet on

VIEW OF CHICAGO

Monroe Street and 80 on Wabash Avenue. It is 75 feet high, with 6 stories and basement, 155 rooms, and 6 stores. There are 2 elevators. The style is that of 1873.

7. The Powers Building

Rises to 7 stories at the northwest corner of Michigan Boulevard and Monroe Street, and represents some beautiful little shops on each thoroughfare. While it has 172 feet on Monroe, there are only 38 feet on the boulevard. The building is 100 feet high, in 7 stories, and has the Metropolitan Business College for its principal tenant, along with wholesale jewelers, tailors, and small shopkeepers. There are 2 elevators. The construction is that of the year 1890, stone, steel, brick, and terra cotta, at a cost of \$200,000. (See "Notable High Buildings.")

8. The Chicago Fire Cyclorama

At 127-132 Michigan Avenue, receives some description and comment in our chapter on "Amusements." The building was erected in 1892, and occupies a lot 120 feet wide by 180 feet deep. The height is 60 feet. It is said that 144,000 people view the circular painting each year.

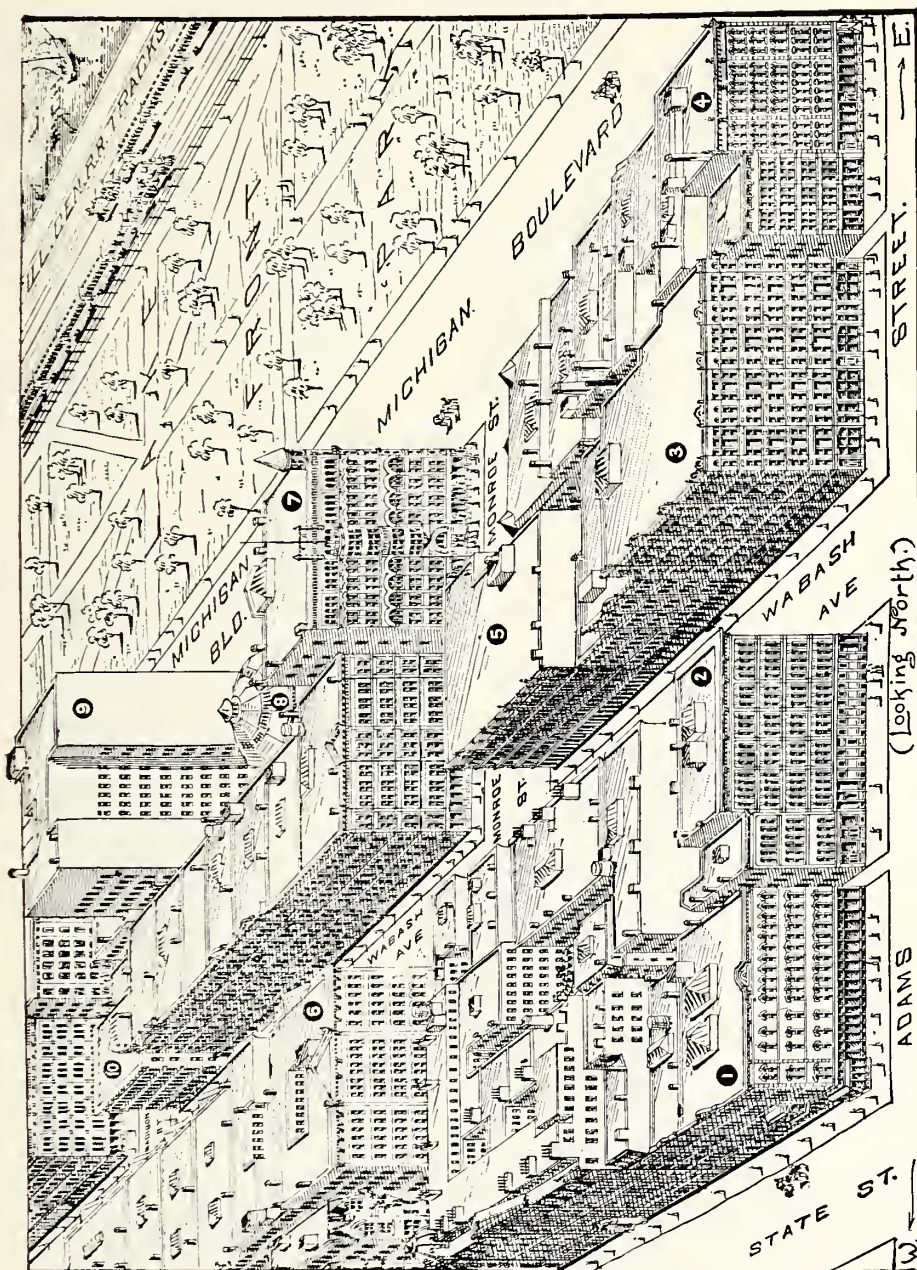
9. The Chicago Athletic Association's Building

Is conspicuous in our drawing, and has a history singular among all the genuine steel buildings so far built in the world. No sooner was the colossal structure under roof than, on October 31, 1892, fire damaged it to the extent of \$200,000. It stands at 124-126 Michigan Avenue, 80 feet front, 172 feet deep, 165 feet high, 10 stories and basement, and boasts the largest number of athletic conveniences that have been arranged together. The architecture follows the order set down in our chapter on "Steel Construction," or the description of Rand-McNally's in the chapter on "Notable High Buildings." It cost \$600,000, and was repaired and finished in 1893.

10. The Continental Hotel

Southeast corner of Wabash Avenue and Madison Street, carries us to the end of the picture, and to a building which was once the home of the Chicago Public Library; and here Librarian Hild began as a lad to learn his profession. The store-rooms are occupied by the Woman's Exchange and a large millinery establishment. The building is a stone-front of 1873, 120 feet on Madison Street, 100 feet on Wabash Avenue, 60 feet high, 4 stories, 150 rooms, 3 stores, and 1 elevator.

VIEWS OF CHICAGO



NORTH FROM EAST ADAMS STREET
(Looking North.)

VIEWS OF CHICAGO.

Looking West from Michigan Boulevard.

The scene on the opposite page offers two structures of the first rank among the edifices of the city, the nation, and perhaps the world. These are the Auditorium and the Leiter, or Siegel & Cooper Building. The façades of the foreground look upon the Lake Front Park, and are but a portion of the famous row that, beginning with the Public Library, extends well south toward the new station of the Illinois Central Railroad. The Public Observatory of the Auditorium (admission 25 cents) is here seen, and in its cupola is the station of the United States Signal Service. The new Isabella Building stands beyond. The only church that remains down-town and retains the form of a church is the New Jerusalem (Swedenborgian), on Van Buren Street. It would be well to especially note that the South Side Elevated Terminal is at the south end of No. 9, the Siegel & Cooper Building.

1. The Auditorium Extension.

Fronts 178 feet on Michigan Boulevard and 173 feet on Congress Street, at the southwest corner. It is a part of the Auditorium Hotel, and is connected therewith by a tunnel under Congress Street. The building, which conforms in appearance with its ante-type, is 152 feet high, in 11 stories and basement, and has 500 rooms. There are 3 passenger elevators. It is among the notable high buildings which elsewhere have a chapter in this guide, and is constructed of steel, New Bedford stone, marble, tile, mosaic, and terra cotta. It was erected in 1892, at a cost of \$1,000,000, and a small addition has already been made on the south. This addition is 4 stories high and 60 feet wide on the boulevard.

2. The Auditorium

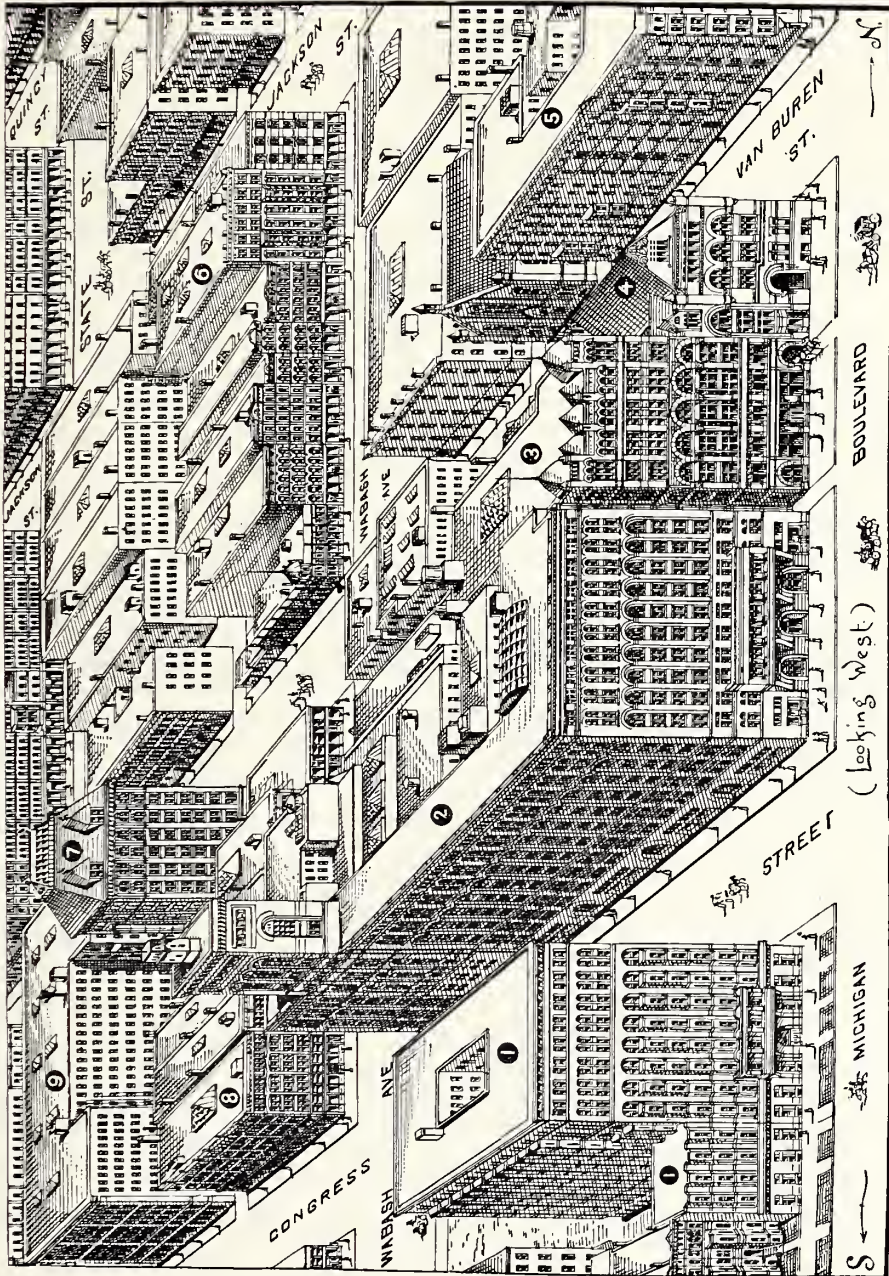
Fronts 362 feet on Congress Street, 187 feet on Michigan Boulevard, and 161 feet on Wabash Avenue. This celebrated and magnificent structure, the chief architectural spectacle in Chicago proper, has received attention in our chapters on "Hotels," "Amusements," and "Notable High Buildings." It covers $1\frac{1}{2}$ acres, and the height of the main building is 145 feet, with 10 stories and basement. The spacious tower, however, is 17 or more stories in in height, and measures 270 feet from the ground. The walls are of granite and Bedford stone to the top, and the interior is of steel, terra cotta, and other non-combustible materials. A hotel (to which the Extension belongs), the largest theater in the world, a recital hall, 4 stores, and 136 offices go to make up the building. There are 13 passenger elevators, and 3 entrances to as many parts of the structure. It is

estimated that in the mosaics of this great fabric are 50,000,000 pieces of marble, all placed by hand. The builders used 17,000,000 brick, 25 miles of pipes, 60,000 square feet of plate-glass, and 12,000 electric lights. The theater will admit 8,000 people at a convention, 6,000 at a lecture, 5,000 at an opera. The dining-hall of the hotel is 175 feet long. The Auditorium was the conception of Ferdinand W. Peck, who, as president of the Chicago Auditorium Association, brought it to commercial success. Ground was broken in 1887. The Republican National Convention of June, 1888, was held in the theater, and the finished building was dedicated by President Harrison during the holidays of 1889-90. Cost, \$3,200,000.

3. The Studebaker Building,

At 203-206 Michigan Boulevard, doubtless influenced the architecture of its newer neighbor, the Auditorium, for there is a resemblance in color, height, and general effect. This carriage repository and manufactory has a frontage of 107 feet, a depth of 170 feet, and a height of 135 feet, in 8 stories and basement. It belongs to the class of notable high buildings of Chicago, and receives some description elsewhere. The exterior walls are heavy, and built of red syenite granite and Bedford stone. The two granite columns at the main entrance, 3 feet 8 inches in diameter and 12 feet 10 inches high, are said to be the largest polished monolithic shafts in the country. The first 4 floors display a selection of 2,000 fine carriages. The remaining floors are used as a manufactory of the same class of goods. Erected in 1884 by the famous wagon-makers of South Bend, Ind. Cost, \$750,000.

VIEWS OF CHICAGO



LOOKING WEST FROM MICHIGAN BOULEVARD

VIEWES OF CHICAGO

4. The Chicago Club Building

Fronts 90 feet on Van Buren Street and 75 feet on Michigan Boulevard, at the southwest corner, and is an ornate structure which was erected and occupied by the Art Institute. From 1886 until 1892 it was the home of this association, when the property was sold to the Chicago Club, and remodeled to meet the needs of that society. The edifice is 95 feet high, in 4 stories and basement, and is made of steel, Connecticut brownstone, and brick. There are 2 passenger elevators. Cost, \$200,000.

5. The Victoria Hotel Building

Fronts 102 feet on Michigan Boulevard and 172 feet on Van Buren Street, at the northwest corner, and was once the Beaurivage, Chicago's first "French flats," or fashionable apartment building. The structure is 80 feet high, in 6 stories and basement, with 2 passenger elevators. It was erected about 1878, and burned in 1882. It was rebuilt and stood until 1892, when it was remodeled for the Victoria Hotel, with 278 rooms. Cost, \$600,000. (See "Hotels.")

6. Kimball Hall,

At 243-253 Wabash Avenue, is an imposing structure, which is devoted largely to music. It is 150 feet wide, 100 feet deep, and 80 feet high, in 7 stories and basement. There are 75 offices for musicians and other professional men, a recital hall, and the ware-rooms of the W. W. Kimball Company, pianos and organs. The building was erected in 1882.

7. The Isabella Building,

At 44-48 Van Buren Street, is one of the very latest of the steel sky-scraper. It is 46 feet wide, 78 feet deep, and 165 feet high, with 11 stories and basement. Copper en-

ters conspicuously into its exterior construction. There are 4 stores, 100 offices, and 2 passenger elevators. The Daughters of Isabella have their society halls on the upper floor. Erected in 1893, at a cost of \$200,000.

8. The Richardson Building

Fronts 80 feet on Wabash Avenue and 200 feet on Congress Street, at the northwest corner, and its 6 stories have a height of 85 feet. The building is a brick one of the old style, with 1 passenger and 2 freight elevators, and is occupied in the lower parts by the carpet company after whom it is named. On the upper floors are some of the heaviest subscription-book firms in the world. Here the Encyclopedia Britannica was photographed and cheaply reproduced, and Stoddard's Views of the World and other popular hits had their origin. Erected in 1886. Cost, \$250,000.

9. Siegel, Cooper & Co.'s Building

Fronts 402 feet on State, 144 feet on Congress, and 144 feet on Van Buren Street. It is 123 feet high, and has 8 stories and basement. It is more fully described in our chapter on "Notable High Buildings," and stands as an example of good taste, munificence, and wisdom on the part of its builder, L. Z. Leiter. It is a steel edifice, with heavy walls of Bedford stone, and has a floor area of about 15 acres. There are 12 passenger and 6 freight elevators. The tenants do a retail business, with 2,000 employes, and practically offer all the conveniences of a small city, with 65 different kinds of stores, a bank, restaurant, butcher-shop, telegraph-office, employment bureau, dentist's office, doctor's office, barber-shop, and a hairdresser for ladies. It is claimed that this is the largest retail establishment in the world. Cost, \$1,500,000.

Views of Chicago

Vicinity of Van Buren and Grand Central Stations.

The scene presented on the opposite page is notable, first of all, for the presence of two of the six railway passenger depots of Chicago. The first in sight (No. 5) is the Van Buren Street Station, and the farthest (No. 9) is the Grand Central Station. Reference should be had to our chapter on "Arrival," where both of these edifices are described. The Grand Central is mentioned also in the chapter on "Notable High Buildings." The block in the foreground of the picture contains two capacious hotels—McCoy's and Gore's, the latter being a steel structure. Another matter to be known concerning the streets of Chicago may be here adverted to. Van Buren Street is the southernmost street on the South Side that is a thoroughfare to the West Side, and it is in this region that the surface railroads narrow the South Side to a few blocks of width, finally leaving only State Street, Wabash Avenue, and Michigan Boulevard free. But by going west on Van Buren Street, and turning south on Fifth Avenue, Harrison Street may also be utilized as an exit, and many street-cars go still farther south on Fifth Avenue and reach a river-crossing at Twelfth Street.

1. Gore's Hotel,

At 266-274 Clark Street, occupies a steel building, with stone, brick, and steel exterior. It has 100 feet frontage, and is 110 feet high, with 8 stories and basement. There are 5 stores, 200 rooms, and 2 passenger elevators. The wrought-iron work of the office on the main floor is handsome, and the hotel is regarded as safe and popular by a large class of traveling men and visitors. There is a café in the basement. (See "Hotels.")

2. McCoy's European Hotel,

At the northwest corner of Clark and Van Buren streets, is celebrated in Irish circles as the rendezvous of prominent Hibernians. It has a massive brick, cut-stone, and iron exterior, with 80 feet on Clark, 100 feet on Van Buren Street, and a height of 100 feet, in 7 stories and basement. There is 1 elevator. The lower part of the building is divided into 6 store-rooms, and there are 250 rooms in the hotel, which is strictly European. The office is upstairs. There is an excellent café on the main floor. Erected in 1884 for William C. McCoy.

3. The Imperial Building,

At 252-260 Clark Street, presents a double floor at its entrance, and in this respect is unique in Chicago. It is 100 feet wide, 80 feet deep, and 55 feet high, with 4 stories and basement. It is a small but first-class building, and was long a favorite place for sporting men. There are 5 stores, 20 offices,

and 1 passenger elevator. The occupants are the Postal Telegraph Cable Company, The Ives Billiard Hall, grain merchants, and stock operators. Erected in 1885.

4. The Omaha Building,

At the southeast corner of Van Buren Street and Pacific Avenue, is a fine building, in which trade papers find light and agreeable quarters. It fronts 90 feet on Van Buren Street and 80 feet on Pacific Avenue, is 80 feet high, and has 7 stories and basement, with 6 stores, 65 offices, and 2 passenger elevators. The exterior is of brick, steel, and terra cotta. Other occupants are ice companies and manufacturers' agents. Erected in 1884.

5. The Van Buren Street Station

Fronts 180 feet on Van Buren Street, and 400 feet on both Sherman Street and Pacific Avenue. Before the building of the Board of Trade this depot headed La Salle Street, and was a conspicuous land-mark of the city. In the Great Fire it stood for many hours as a protection to the eastern part of the South Side. It was rebuilt in 1873, and its dedication in June of that year was made a civic musical festival. In 1887 the front was built 2 stories higher, and tower-clocks were added as public conveniences. Fifty-two Rock Island trains, and 56 Lake Shore trains arrive here daily, and 4,500 passengers arrive and depart daily by the Rock Island and 3,500 by the Lake Shore. There are large and well appointed waiting-rooms. The front of the depot is 85

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feet high, with 6 stories and basement, and is built of Joliet limestone. It cost \$700,000. (See "Arrival in Chicago.")

6. The Rialto Building,

Bounded on three sides by Van Buren Street, Sherman Street, and Pacific Avenue, is so called because of a bridge which connects its upper floors with the main hall of the Board of Trade, directly north. The Rialto was one of the early high steel buildings of Chicago, and its architects planned with special reference to light and air. Its frontage on Van Buren Street is 175 feet, and on Sherman Street and Pacific Avenue 144 feet. It is 160 feet high, with 9 stories and basement, 420 offices, and 5 passenger elevators. It is occupied by grain, commission, and insurance companies; and the Drainage Commission, in itself a government, has its headquarters on an upper floor. Erected in 1886 at a cost of \$700,000. (See "Notable High Buildings.")

7. The Atlantic Hotel

Is a well-established hostelry at the southwest corner of Van Buren and Sherman streets, with frontages of 60 feet on Van Buren and 120 feet on Sherman Street, 90 feet high, 5 stories and basement, 100 rooms, office on main floor, and 1 passenger elevator. The building is an old-style stone front, erected in 1872.

8. The United States Appraiser's Building

Is a steel building which fronts 60 feet on Harrison Street and 80 feet on Sherman Street, at the northwest corner; 100 feet high, with 7 stories and basement. The fronts are of Connecticut brownstone. Excepting the World's Fair exhibits, all foreign goods consigned to the port of

Chicago are received, examined, and delivered here. Erected in 1891.

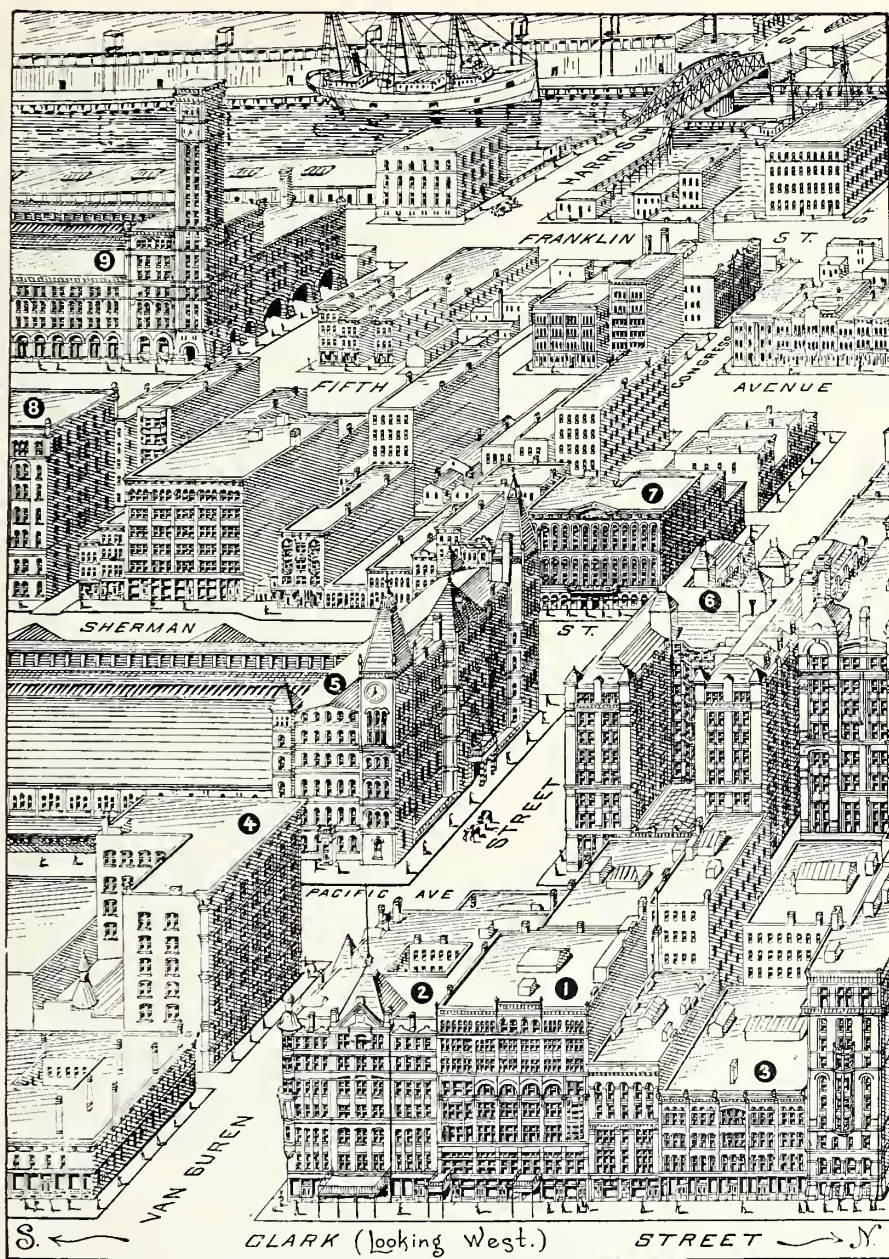
9. The Grand Central Station

Fronts 228 feet on Harrison Street and 482 feet on Fifth Avenue, at the southwest corner, where its square tower rises to a height of 242 feet, and holds a clock-bell weighing nearly 6 tons. The arches open for carriages, which may themselves enter the building, and the equipment of the whole edifice is regarded with pride by all railroad men and architects. The fore building is 100 feet high, with 7 stories and basement, constructed of Connecticut brownstone, brick, terra cotta, and steel. There are 3 elevators. This station is the terminal of the Chicago & Northern Pacific (Wisconsin Central), Chicago Great Western, Baltimore & Ohio, Chicago Central, and Chicago & Southwestern railroads. The seating capacity of the waiting-rooms is 1,800, and 77 trains carry 10,000 passengers daily. The open train-shed, which is 560 feet long, covers 7 tracks, each accommodating 7 coaches and locomotive. This magnificent improvement was completed in 1890, and to serve the depot and not close Fifth Avenue the approach to Polk Street bridge, south of Harrison Street, was turned sidewise, and made architecturally a part of the station. (See "Arrival in Chicago.")

10. The Van Buren Building,

At 187-191 Van Buren Street, is a very new steel sky-scraper, 130 feet high. It stands on a lot but 50 feet wide and 80 feet deep, and rises to 10 stories above the basement. Its front is of cut-stone and brick. It contains 100 suites of offices, and has 1 freight and 2 passenger elevators. It is occupied by manufacturers' agents and wholesale jobbers. Erected in 1893.

VIEWS OF CHICAGO



VICINITY OF VAN BUREN AND GRAND CENTRAL STATIONS

VIEWS OF CHICAGO

Printing-house Row, from Van Buren Street.

The page opposite portrays faithfully the extraordinary double row of high buildings which lines Dearborn Street between Van Buren and Harrison streets. This is Printing-house Row—so called from the large number of printing-offices included within its limits. Among the high structures of this group, described elsewhere, are the Old Colony, the Manhattan, the Pontiac, the Como, the Caxton, the Monon, and the Ellsworth.

1. The Old Colony Building

Is one of the latest of the high steel buildings, and fronts three streets at Dearborn, and Van Buren, and Plymouth Place, on the southeast corner of the two streets. Its frontages are 148 feet on Dearborn Street and Plymouth Place and 68 feet on Van Buren Street. The building is 210 feet high, of 17 stories and basement, with 6 passenger elevators. It is built with tower bays at the corners, and presents an ornate appearance. The first four stories are of light-blue Bedford stone and for the upper part Old Colony pressed brick and white terra cotta are used. There are 5 stores and 600 offices. The corridor floors are laid in mosaic tile, and the modern appurtenances and luxuries are seen in profusion. The Old Colony was erected by Francis Bartlett of Boston in 1893, at a cost of over \$900,000.

2. The Girard Building,

At 298-306 Dearborn Street, has 100 feet frontages on Dearborn Street and Custom House Place. It is 60 feet deep and 80 feet high, with 7 stories and basement; 1 passenger elevator, 1 freight elevator, 15 offices, and 4 stores; brick, stone, and iron exterior. Occupied by printers, publishers, engravers, and photographers. Erected in 1888.

3. The Manhattan Building,

At 317-321 Dearborn Street, was the first 16-story building erected in America, beating the Unity only by a neck. It has shoulders like a grain elevator, and at the time of its inception and construction was regarded with awe and fear. It has frontages of 150 feet on Dearborn Street and Plymouth Place, and is 68 feet deep, with a height of 200 feet. There are 3 stores, 600 offices, and 5 passenger elevators. The exterior is of granite, Roman brick, and terra cotta. The interior is of steel, tile, and cement. The building is tenanted by manufacturers' agents and publishers. It cost \$850,000, and was erected in 1890.

4. The Monon Building,

At 320-326 Dearborn Street, extends through to Custom House Place, with frontages of 75 feet. It is 67 feet deep and 160 feet high, in 13 stories and basement. It is one of the fine high steel buildings of New Chicago, and was built principally for the general offices of the "Monon" Route. There are 4 stores, 125 offices, and 3 passenger elevators. The exterior is of brick and terra cotta, the interior, steel and tile. Patent lawyers and publishers fill the offices which are not occupied by the railroad company. The Monon was erected in 1890 at a cost of \$285,000.

5. The Como Block,

At 323-325 Dearborn Street, has frontages of 40 feet on both Dearborn Street and Plymouth Place. It is 80 feet deep, 95 feet high, and is divided into 8 stories and basement. It was among the first of the better class of structures for publishers, and was built with steel frame and heavy walls of stone, brick, and terra cotta. There are 2 stores, 25 offices, and 2 passenger elevators. The building is occupied by printers, publishers, engravers, artists, and manufacturers' agents. It was erected in 1888.

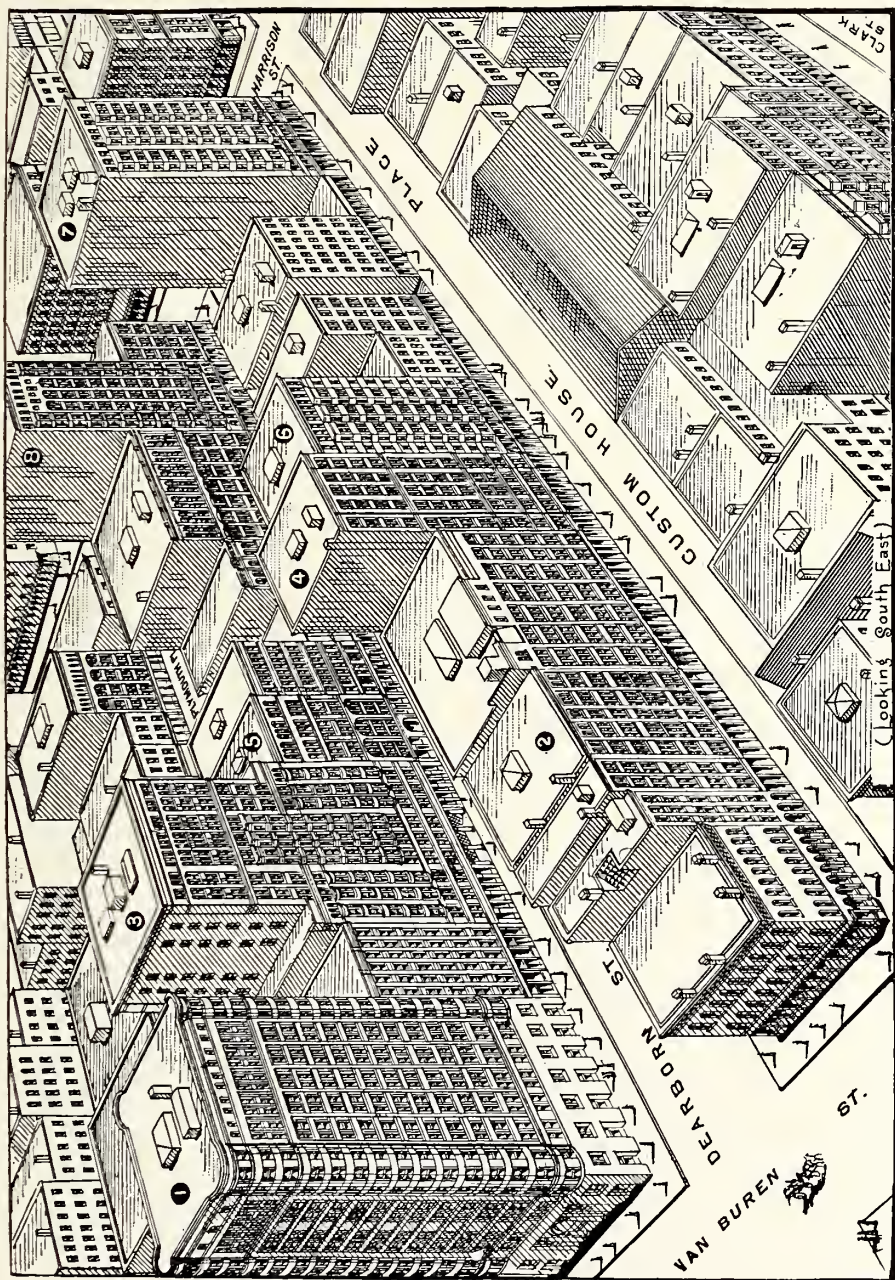
6. The Caxton Building,

At 328-334 Dearborn Street, has frontages of 80 feet through to Custom House Place. This is a great hive of industry with printers, binders, and publishers on each one of its 12 stories. The building rises to a height of 150 feet, and has 3 passenger elevators, which carry 3,000 persons daily. There are 110 offices and 5 stores. The construction is steel, fire-proofing, brick and terra-cotta exterior. Erected in 1890; cost \$270,000.

7. The Pontiac Building

Is a still larger structure of the same high architectural character, at the northwest corner of Dearborn and Harrison streets,

VIEWS OF CHICAGO



PRINTING-HOUSE ROW, FROM VAN BUREN STREET

VIEWS OF CHICAGO

with 100 feet frontage on Dearborn and 70 on Harrison. It has 14 stories and basement, 260 offices, and 2 passenger elevators. The exterior construction is of brick and terra cotta, with steel and tile interior. It is occupied by publishers and printers, and cost \$375,000.

8. The Ellsworth Building.

At 353-359 Dearborn Street, extends through to Plymouth Place, with frontages on both streets of 71 feet, and a depth of 60 feet. The building, of steel, with exterior of brick and terra cotta, was erected in 1892. It is 170 feet high, in 14 stories and basement. There are 4 stores, 200 offices, and 3 elevators. The tenants are manufacturers' agents, publishers, and printers.

VIEW OF CHICAGO

Region of Twelfth Street Railway Station.

The view before us on the opposite page presents the new and magnificent Illinois Central Station, at the south end of the Lake Front Park, and graphically gives the relative situations of the world-famous Michigan Boulevard (elsewhere fully described) and Wabash Avenue, once the aristocratic thoroughfare of Chicago, but now a rapidly extending business street. The general view in this region is very beautiful, either looking toward the blue lake or westward on the throngs of fine carriages and well-dressed pedestrians continually passing northward and southward. The remarkable Twelfth Street viaduct may be seen to begin at Wabash Avenue. This elevated thoroughfare crosses twelve or more great trunk railway lines ere it descends to grade at Canal Street, on the West Side. The Manual Training School is also in sight, and the World's Fair may be seen from any point south of Van Buren Street along the lake shore. The visitor arriving at this station should note the location of several good hotels near by, all of which are described below. The great boulevard hotels are but a few blocks north.

1. The Twelfth Street Station.

This structure fronts on Lake Park Place, formerly Park Row, which is the southern boundary of Lake Front Park. For 22 years the Illinois Central depot was the only ruin of the Great Fire, and many fruitless efforts were made by the railroad company to buy property from the city on which to erect a new station at the foot of Washington Street. The Supreme Court's decision in 1892 went against the company, and it withdrew to its own property at Twelfth Street. The present station was erected during the winter of 1892-93. The height of the main building is 9 stories, or 157 feet, the clock-tower being 13 stories, or 225 feet high. The exterior is a beautiful combination of Milford granite and Pompeian brick, with terra-cotta moldings to match. There is a frontage of 212 feet on Lake Park Place, and a depth of 178 feet to the baggage-court, on the Twelfth Street end of the station. The main waiting-room on the second story, 100 x 125 feet, is reached from the carriage court, or from the outside entrance. It has a bay-window, 25 x 50 feet, on the east side, giving a view of the lake through numerous plate-glass windows framed to represent pictures. There are spacious smoking-rooms, a woman's waiting-room, 50 x 75 feet, a restaurant, and private dining-rooms, all arranged and furnished in modern style; 3 high-speed elevators convey passengers to the general offices on the upper floors. The train-shed, over 600 feet long, is equipped with 8 tracks, and has accommodation for 110 passenger coaches

at one time. The 3 detached buildings south of Twelfth Street are for baggage, incoming and outgoing, and for express. The emigrant-rooms are located over the baggage-rooms, on the second floor. The total cost of this building was upward of \$1,000,000. The Illinois Central, Michigan Central, the "Big Four," and the Chicago & West Michigan railway lines occupy this station as their Chicago passenger terminal.

2. The Kimball Building.

This conspicuous feature of Michigan Boulevard stands at the southwest corner of Harmon Court, with frontages of 160 feet on the court and 80 feet on the boulevard. The structure is 7 stories high, or 115 feet, the clock-tower rising to the height of 140 feet. Granite, pressed brick, and terra cotta form the exterior, the construction being thoroughly steel and fire-proof. There are 3 elevators—1 passenger and 2 freight. This building was erected in 1892, and is entirely occupied by the owners, C. P. Kimball & Co., as a repository and factory for high-grade carriages, sleighs, and harness.

3. The Bordeaux Hotel

Has 60 feet frontage at No. 339 Michigan Boulevard, with a depth of 120 feet, and is 7 stories high. Its exterior is of pressed brick and terra cotta. Erected in 1891, it has since been occupied as a hotel on the

VIEWS OF CHICAGO

European plan, with a first-class French café in connection.

4. The Chicago Manual Training School,

Situated on the northwest corner of Twelfth Street and Michigan Boulevard, was erected in the spring of 1884. The materials used in its construction are cut-stone, red brick, and terra cotta. It has a frontage of 60 feet on Michigan Boulevard and 160 feet on Twelfth Street. There are 4 stories and a large basement, all properly fitted up as a model training school for education in all branches of manual labor, with proper intellectual instruction. A history of this successful institution has been written and published in book form by the Hon. Charles H. Ham, United States Appraiser.

5. The Hotel Stamford,

On the northwest corner of Michigan Boulevard and Thirteenth Street, has a frontage on Michigan Boulevard of 100 feet, depth 171 feet. The handsome exterior is of light-colored pressed brick, and terra cotta. It is thoroughly fire-proof, and has 300 rooms, reached by 2 passenger elevators. This building was erected in 1892, and has since been occupied as a European hotel.

6. The Hotel Imperial,

Located near the Twelfth Street Station, on the southeast corner of Michigan Boulevard and Twelfth Street, has a frontage of 100 feet on the former and 135 feet on the latter. It is 7 stories high, or 105 feet, equipped with 2 hydraulic passenger elevators. The exterior is of cut-stone, brick, and terra cotta, the interior being handsomely decorated and finished in modern style. There are 300 guest-rooms, and all the conveniences of a first-class hotel. This structure cost \$200,000 in 1891.

7. The Hotel Martinette,

Situated on the northwest corner of Wabash Avenue and Twelfth Street, has

frontages of 50 feet on Wabash Avenue and 100 feet on Twelfth Street. The exterior is of dark pressed brick and cut-stone. The building is 8 stories high, or 115 feet. The European plan has been adopted by the management of this hotel, there being 200 rooms and a first-class restaurant. Erected in 1892.

8. John Brown's Fort,

Nos. 1339-1343 Wabash Avenue. The outer building is 50 feet in height, 80 feet deep, having a frontage of 75 feet. The old fort within is a low 1-story brick structure, containing 2 rooms and surmounted by a wooden tower 12 feet high. It was originally constructed as a part of the United States arsenal at Harper's Ferry, W. Va.; during the war it was occupied as a hospital by both the Federal and Confederate armies. Brown's personal rifles, pikes with which he proposed to arm the negroes, personal letters, accouterments, swords, portraits, etc., of prominent generals, and many other relics of the great war are shown in connection with the old fort. It was removed from Harper's Ferry August, 1892, and erected in Chicago September, 1892.

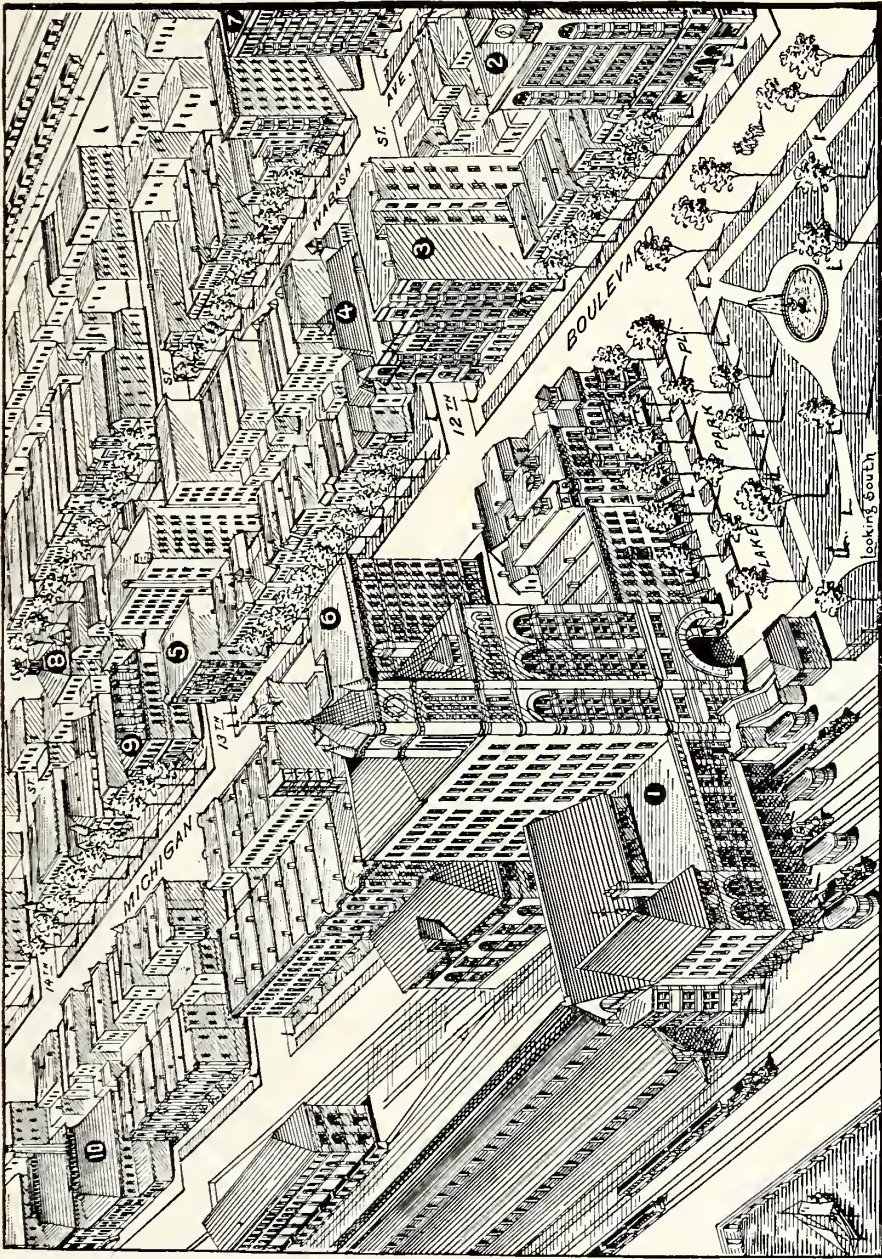
9. The Veteran Protective Association

Occupies the 2-story building on the southwest corner of Michigan Boulevard and Thirteenth Street. It has a frontage of 80 feet on Michigan Boulevard and 100 feet on Thirteenth Street, and is constructed of cut-stone and brick. The basement is occupied by a medium-priced restaurant. Erected in 1875.

10. The Fourteenth Street Pumping Station

Was erected in 1892, and contains the engines and pumps that furnish the water obtained from the new 4-mile crib. The building is 2 stories high, and has an exterior of cut-stone and red brick. It occupies the northwest corner of Indiana Avenue and Fourteenth Street. There are 3 high-pressure pumps, with room for another whenever a demand is made for more water in that district.

VIEWS OF CHICAGO



REGION OF TWELFTH STREET STATION

VIEWS OF CHICAGO

Location of Depots and Hotels.

Our map and index pages which follow show with clearness and fidelity the twenty-five railroads entering the city, with the location of their respective depots, together with that of sixty-three hotels situated in or near the business district.



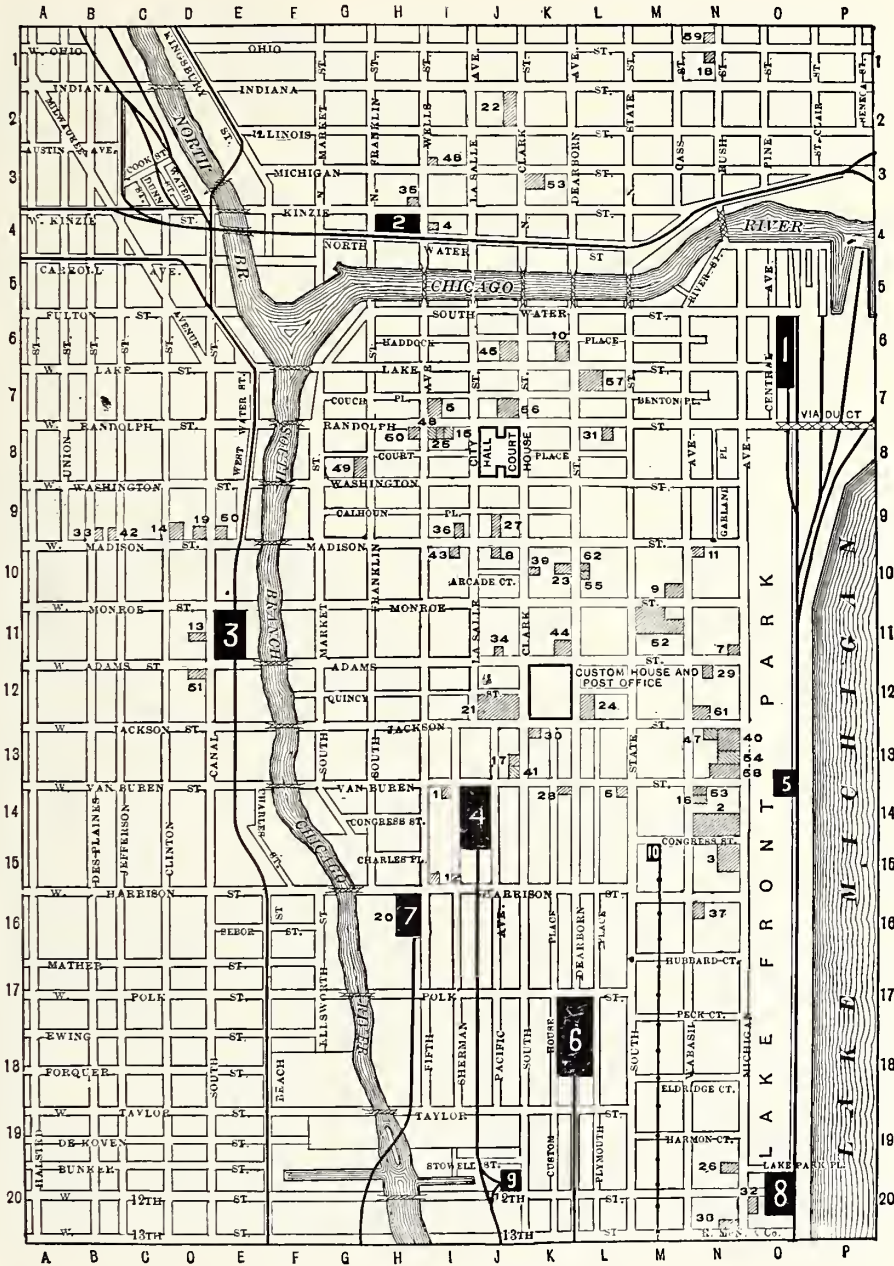
Railroads.

- | | |
|--|---|
| 6 Atchison, Topeka & Santa Fe. | 7 Chicago & South-western. |
| 7 Baltimore & Ohio. | 6 Chicago & Western Indiana. |
| 3 Chicago, Burlington & Quincy. | 8 Chicago & West Michigan. |
| 7 Chicago Central. | 8 Cleveland, Cincinnati, Chicago & St. Louis (Kankakee Line). |
| 7 Chicago Great Western. | 8 Illinois Central. |
| 3 Chicago, Milwaukee & St. Paul. | 4 Lake Shore & Michigan Southern. |
| 4 Chicago, Rock Island & Pacific. | 6 Louisville, New Albany & Chicago. |
| 3 Chicago & Alton. | 8 Michigan Central. |
| 6 Chicago & Eastern Illinois. | 9 New York, Chicago & St. Louis. |
| 6 Chicago & Erie. | 3 Pittsburg, Cincinnati, Chicago & St. Louis. |
| 6 Chicago & Grand Trunk. | 3 Pittsburg, Fort Wayne & Chicago. |
| 7 Chicago & Northern Pacific (Wis. Cent.). | 6 Wabash. |
| 2 Chicago & North-Western. | |

Hotels

- | | |
|--------------------------|---------------------------|
| 1 Atlantic Hotel | 33 Hotel La Fayette |
| 2 Auditorium Hotel | 34 Hotel Lansing |
| 3 Auditorium Hotel | 35 Hotel Le Grand |
| 4 Bradford Hotel | 36 Hotel Midland |
| 5 Briggs House | 37 Hotel Queen |
| 6 Brown's Hotel | 38 Hotel Stamford |
| 7 Brunswick Hotel | 39 Kuhn's Hotel |
| 8 Burke's Hotel | 40 Leland Hotel |
| 9 Clifton House | 41 McCoy's Hotel |
| 10 Commercial Hotel | 42 McEwan's Hotel |
| 11 Continental Hotel | 43 Madison House |
| 12 Crescent Hotel | 44 Marquette Hotel |
| 13 Dowling House | 45 Merchants' Hotel |
| 14 Gault House | 46 Neef's Hotel |
| 15 Germania House | 47 Niagara Hotel |
| 16 Goldston's Hotel | 48 Nicollet Hotel |
| 17 Gore's Hotel | 49 Ogden House |
| 18 Granada Hotel | 50 Old Metropolitan Hotel |
| 19 Grand Central Hotel | 51 Oxford Hotel |
| 20 Grand Central Station | 52 Palmer House |
| 21 Grand Pacific Hotel | 53 Revere House |
| 22 Grand Palace Hotel | 54 Richelieu Hotel |
| 23 Grand Union Hotel | 55 Saratoga Hotel |
| 24 Great Northern Hotel | 56 Sherman House |
| 25 Hamburg House | 57 Tremont House |
| 26 Hotel Bordeaux | 58 Victoria Hotel |
| 27 Hotel Brevoort | 59 Virginia Hotel |
| 28 Hotel Brewster | 60 Washington Hotel |
| 29 Hotel Cortland | 61 Wellington Hotel |
| 30 Hotel Grace | 62 Windsor Hotel |
| 31 Hotel Henrici | 63 Wood's Hotel |
| 32 Hotel Imperial | |

VIEWS OF CHICAGO



LOCATION OF DEPOTS AND HOTELS

VIEWES OF CHICAGO

The Wholesale District, North on Market Street.

The view presented on the opposite page is especially notable and instructive on account of the presence of the river, and shows the facilities for loading and unloading that are offered to lake shipping. There are over 25 miles of similar dockage within the city limits, without reference to the Calumet River and Calumet Lake region—for Chicago now has two harbors on Lake Michigan. The bridge at Madison Street is of the largest and latest pattern, with steam motor. The Washington Street bridge has been but lately put where it is, for the structure is an old one displaced from Madison Street. Beneath the bridge and the river runs the Washington Street tunnel, through which pass many millions of people annually, on the cars of the West and Northwest cables. The foreground of the picture is in the heart of the wholesale district. After the Great Fire, the heavy wholesale men moved hither from Lake Street.

1. The Jewett Building,

At the northwest corner of Market and Monroe streets, is an old-style 6-story structure, erected in 1874, 95 feet high, with 3 freight elevators. Its exterior is of brick and iron, and its great area may be understood by the statement that it has a frontage of 220 feet on Monroe and 100 on Market Street. It is partly occupied by the well-known wholesale clothing firm of Kohn Brothers, and partly as a warehouse.

2. The Old Farwell Block

Is a still larger edifice of similar history, fronting the whole of the north side of Monroe Street between Franklin and Market. It was built after the Great Fire, to accommodate one of the two largest dry-goods houses in the West, and fronts 189 feet on Franklin, 320 on Monroe, and 120 on Market. It is a 5-story stone-front, 85 feet high, with 8 freight elevators, and, since its relinquishment by the Farwells, has been occupied by wholesale clothiers, wholesale dealers in hats and caps and boots and shoes, and manufacturers and manufacturers' agents. The year of its erection was 1873.

3. The Field Building,

At the northeast corner of Monroe and Franklin streets, is a 6-story stone-front of the old style, with 100 feet on Monroe and 185 on Franklin, 80 feet high. It has 3 freight elevators, and is occupied by wholesale clothiers and jewelers. It was erected in 1874, and is only one of very many similar Field buildings on the South Side.

4. The Commercial Trade Building,

At the southwest corner of Madison and Franklin streets, is a striking piece of old-style architecture, the designer having secured many novel effects with the simple material at command. The frontages are 50 feet on Madison and 185 on Franklin, with a height of 90 feet in 5 stories and basement. The exterior is of brick and iron, showing long rows of arches at the sidewalk. One passenger elevator and 2 freight elevators. The occupants are the Ames Sword Co., and wholesalers of boots and shoes, jobbers, agents, and others. It was erected at the close of the panic times, in 1878.

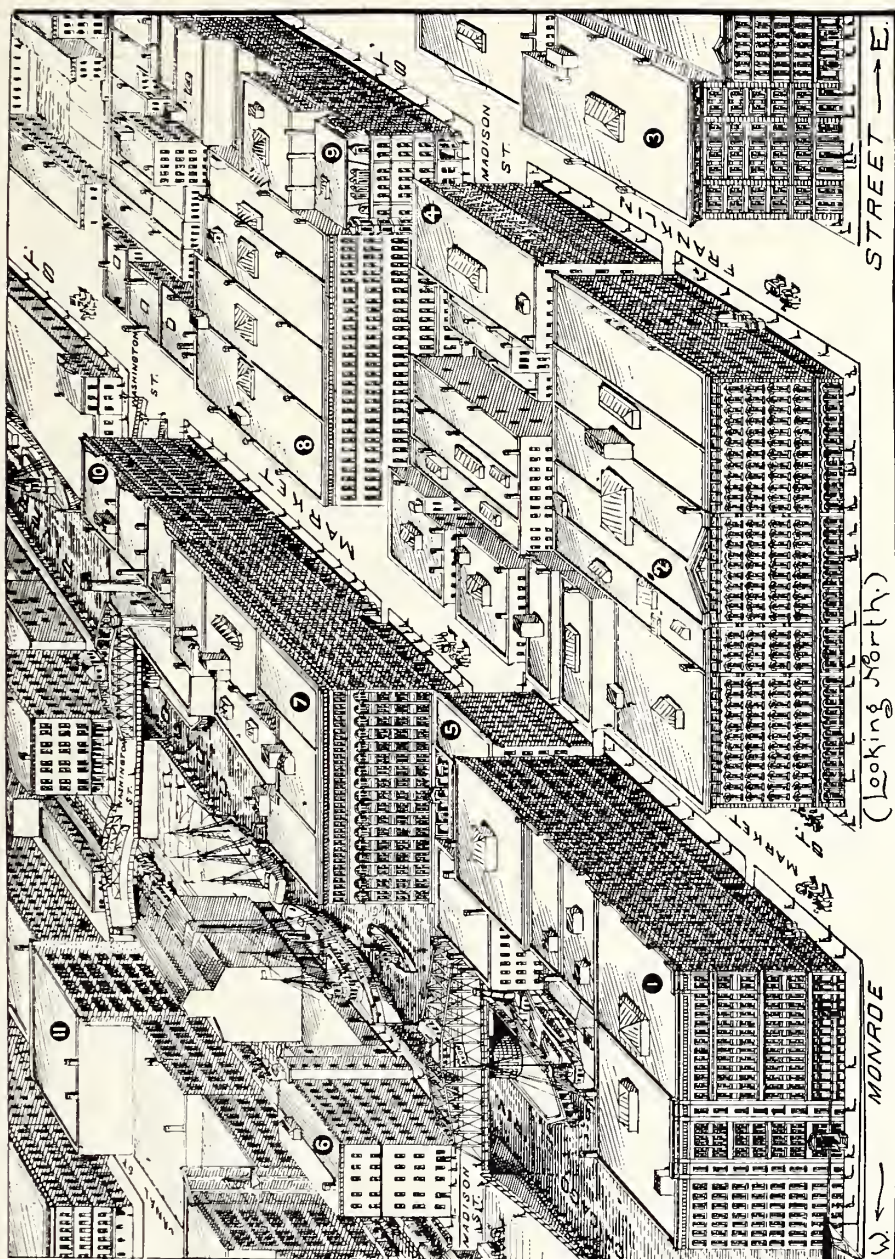
5. The Mullen Building,

At the southwest corner of Madison and Market streets, occupies 40 feet on Madison and 100 feet on Market, 75 feet high, 5 stories and basement, brick exterior, with iron beams, and follows generally the description of an old-fashioned city business block. It is occupied by wholesale jobbers and manufacturers' agents. Erected in 1878.

6. The Norton Mill,

At the west end on the north side of the Madison Street bridge, is 40 feet wide, 80 feet deep, and 60 feet high. It shows many cracks in its walls, yet sturdily defies the tooth of time. The elevator which is seen in its rear actually did collapse in 1892, with a large loss of grain.

VIEWS OF CHICAGO



THE WHOLESALE DISTRICT, NORTH ON MARKET STREET

VIEWS OF CHICAGO.

7. The Central Union Block,

At the northwest corner of Madison and Market streets, is one of Chicago's most creditable structures. After the Great Fire a brick building was hastily erected, and here, on the river front, the Chicago Board of Trade held its daily sessions for several years. Here the celebrated Sturges corn corner broke. Market Street is in reality a plaza, and taking advantage of their opportunities, the owners of the ground, in 1890, erected a fine brick and stone edifice of 6 stories and basement, with 220 feet on Market and 180 feet facing an inclined surface along Madison Street going up to the bridge. There are 12 stores, 622 offices, and 4 passenger elevators, with about 1,900 occupants, who are engaged in various industries and trades. The Central Union is also mentioned in our chapter on "Notable High Buildings."

8. The Old Marshall Field Wholesale Building,

At the northeast corner of Madison and Market streets, was hurriedly erected in 1872, to serve the owner's great dry goods houses, both wholesale and retail. On its site, before the Great Fire, stood the Garden City Hotel. The frontages are 240 feet on Madison and 180 on Market Street, and the 5-story building is remarkable for the number of its solid iron shutters, which have always been closed at the end of business hours. The value of the goods which have passed through this house would doubtless reach ten figures. It possessed the unusual convenience of a loading-place on Market Street, where traffic could never be engorged. The exterior is of the plainest brick. There are 4 freight elevators, and it is still largely used as a warehouse for the

firm, which moved first its retail business to the splendid quarters at Washington and State streets, and after many years the wholesale to the granite structure at Adams Street and Fifth Avenue. A part of the old store is occupied by jobbers, manufacturers, and other denizens of the wholesale district.

9. The Abt & Fautl Building,

At the northwest corner of Madison and Franklin streets, is a 4-story and basement structure with Mansard roof. It is a stone-front of 1874, with frontages of 80 feet on Madison and 25 on Franklin, 85 feet high. The building is occupied by wholesale jewelers, manufacturers, and manufacturers' agents.

10. The Central Manufacturing Block,

At the southwest corner of Washington and Market streets, is a long and high block, given over completely to machinery, and haunted by inventors and machinists of all kinds. It fronts 240 feet on Market and 60 feet on Washington, is 65 feet high, and has 6 floors in all. It was built in 1872.

11. The Woolensack Building,

At the southeast corner of West Washington and South Canal streets, can be seen only from the rear, but is here mentioned because it was erected as lately as 1892. Its dimensions are 120 feet on Washington, 80 feet on South Canal; height, 95 feet, with 7 stories and basement. The exterior is brick, stone, and iron. There are 2 freight elevators. It is occupied by manufacturers

VIEWS OF CHICAGO

Within the Heavy Wholesale District.

No greater transformation ever befell a locality than the changes wrought by the Great Fire in the region of Chicago which is portrayed on the opposite page. On the night of October 8, 1871, there lived on these squares a closely settled colony of the very poor, the vicious, and the criminal. Franklin Street did not extend south of Madison. At Market Street, on the north side of Adams, were the gas-works. On the south side of Adams, the Armory Police Court Building had just received the finishing touches of an all-summer's remodeling, whereby its walls had been lifted a story. Fifth Avenue was then Wells Street, and though it boasted the best buildings of the quarter, they were all low frame shops and sheds. Sidewalks were sometimes seven feet higher in one place than in another, and such grogshops as the Dew Drop Inn made the section notorious as well as disreputable. Into this "Conley's Patch," as it was called, ran the then terrible Quincy and Jackson streets, and it is not likely that there is in Chicago to-day a purlieu so low. Not a vestige of this former criminal life remains. Neither buildings, monuments, landmarks, nor topography hint of the old Chicago of Conley's Patch. In its place are the trading-rooms and store-rooms of the leading wholesalers, who are now happily freed from the restrictions once laid on traffic in a narrower part of the city. On the left side of Monroe Street, at Franklin, is the site of Brother Moody's Tabernacle, in 1876. The wholesale stores of Field, Farwell, Carson, Pirie, Scott & Co., Walker, and Phelps, Dodge & Palmer, and the office building of the Chicago, Burlington & Quincy are included in the scene.

1. The Owings Building,

At 232-236 Fifth Avenue, now owned by Mandel Bros., is 80 feet wide, 100 feet deep, and 120 feet high, with 7 stories and basement. The front is of cut-stone and steel. There is 1 passenger and 2 freight elevators. The occupants are wholesale jobbers. Erected in 1886.

2. The Marshall Field & Co. Building (Wholesale).

This structure—one of the most impressive in the whole world—is described in our chapter on "Notable High Buildings," although the building is an exception in that category of edifices. While only partial attempts were made to fire-proof its interior, the outer walls have no equal for solidity in the city. Great monoliths of red granite compose the exterior to the cornice of the upper or seventh story. Inner partitions of iron, shutters of iron, and a well-disciplined watch, add to the security of the colossal house. It fronts on the south side of Adams 325 feet, on Franklin Street and Fifth Avenue 190 feet, and is 130 feet

high, with 7 stories and basement. There are 13 elevators, 12 acres of floor space, and 1,800 employees. The visitor may enter and look about for a moment, beholding a wonderful hive of actual, time-saving trade. Erected in 1886.

3. Phelps, Dodge & Palmer Building

Fronts 80 feet on Adams Street and 180 feet on Fifth Avenue, at the northwest corner. It is 95 feet high, with 6 stories and basement; pressed-brick and terra-cotta exterior; 2 passenger elevators and 3 freight elevators. It is occupied by Phelps, Dodge & Palmer, wholesale jobbers and manufacturers of boots and shoes, and by wholesale jobbers of clothing. Erected in 1888 after a destructive fire.

4. The Williams Block

Fronts 180 feet on Fifth Avenue and 100 feet on Monroe Street, at the southwest corner. It is 95 feet high, with 6 stories and basement. There are 3 freight and 2 passenger elevators; brick and cut-stone exterior. The structure is occupied by whole-

VIEW OF CHICAGO

sale jobbers of clothing and woolen goods. Erected in 1874.

5. The C., B. & Q. Railway Building

Fronts 120 feet on Adams and 176 feet on Franklin Street, at the northeast corner. It is one of the fire-proof buildings of the new era, and has a fine quadrilateral interior court with balconies. It is 96 feet high, in 6 stories and basement. There are 65 offices and 3 passenger elevators, with about 400 occupants. The heavy walls are made of pressed brick with stone for trimmings. Here are the general offices of the "Q." Erected in 1882, among the pioneers of the better buildings.

6. The Hovey Building

Fronts 160 feet on Franklin Street and 40 feet on Monroe Street, at the southwest corner. It is 90 feet high, with 5 stories; cut-stone and iron exterior; 3 freight elevators. The structure is occupied by wholesale jobbers of clothing, and manufacturers' agents. Erected in 1873.

7. Carson, Pirie, Scott & Co.'s Building

Fronts 160 feet on Franklin Street and 140 feet on Adams Street, at the northwest corner. It is 105 feet high, with 6 stories; cut-stone and iron exterior; occupied by the wholesale dry-goods house of Carson, Pirie, Scott & Co. Erected in 1875.

8. Mercantile Company Building,

Leased by Clement, Bane & Co., fronts 125 feet on Franklin Street and 100 feet on Adams Street, at the southwest corner. It is 125 feet high, with 8 stories; cut-stone, brick, and terra-cotta exterior; 2 passenger and 3 freight elevators. It is occupied by wholesale jobbers of shoes, clothing, and dry goods. Erected in 1886.

9. The Robert Law Building

Fronts 90 feet on Quincy Street and 80 feet on Franklin Street, at the southwest corner. It is 110 feet high, with 7 stories; rough-hewn stone and brick exterior; 1 passenger and 2 freight elevators. It is occupied by wholesale jobbers of clothing, boots, and shoes. Erected in 1887.

10. The Willoughby Building

Fronts 30 feet on Jackson and 75 feet on

Franklin Street, at the northwest corner. It is 100 feet high, with 8 stories and basement; 1 passenger elevator; cut-stone and iron exterior. Occupied by wholesale jobbers and importers. Erected in 1887.

11. The Boddie Block

Fronts 120 feet on Franklin and 160 feet on Jackson Street, at the southwest corner. It is 95 feet high, with 6 stories; cut-stone, brick, and terra-cotta exterior. Erected in 1883; remodeled in 1893.

12. McCormick Block.

This very conspicuous structure appears across the head of Market Street at Van Buren Street, because of the eastern division of the river. The building fronts 160 feet on Market Street and 95 feet on Van Buren Street, at the southwest corner. It is 100 feet high with 8 stories, and the walls are of cut-stone, brick, and terra-cotta. There are 2 freight and 1 passenger elevators. The occupants are wholesale jobbers and manufacturers of clothing. Erected in 1887.

13. The Chalmers Building

Fronts 75 feet on Van Buren Street and 50 feet on Market Street, at the northwest corner. It is 90 feet high, with 7 stories; cut-stone and brick exterior; 2 freight elevators, 1 passenger elevator. Occupied by wholesale jobbers of clothing. Erected in 1889.

14. The McCormick Building

Fronts 100 feet on Jackson Street and 80 feet on Market Street, at the southwest corner. It is 95 feet high, with 8 stories and basement; brick and terra-cotta exterior; 2 passenger elevators, 4 freight elevators. Occupied by wholesale jobbers and importers. Erected in 1887.

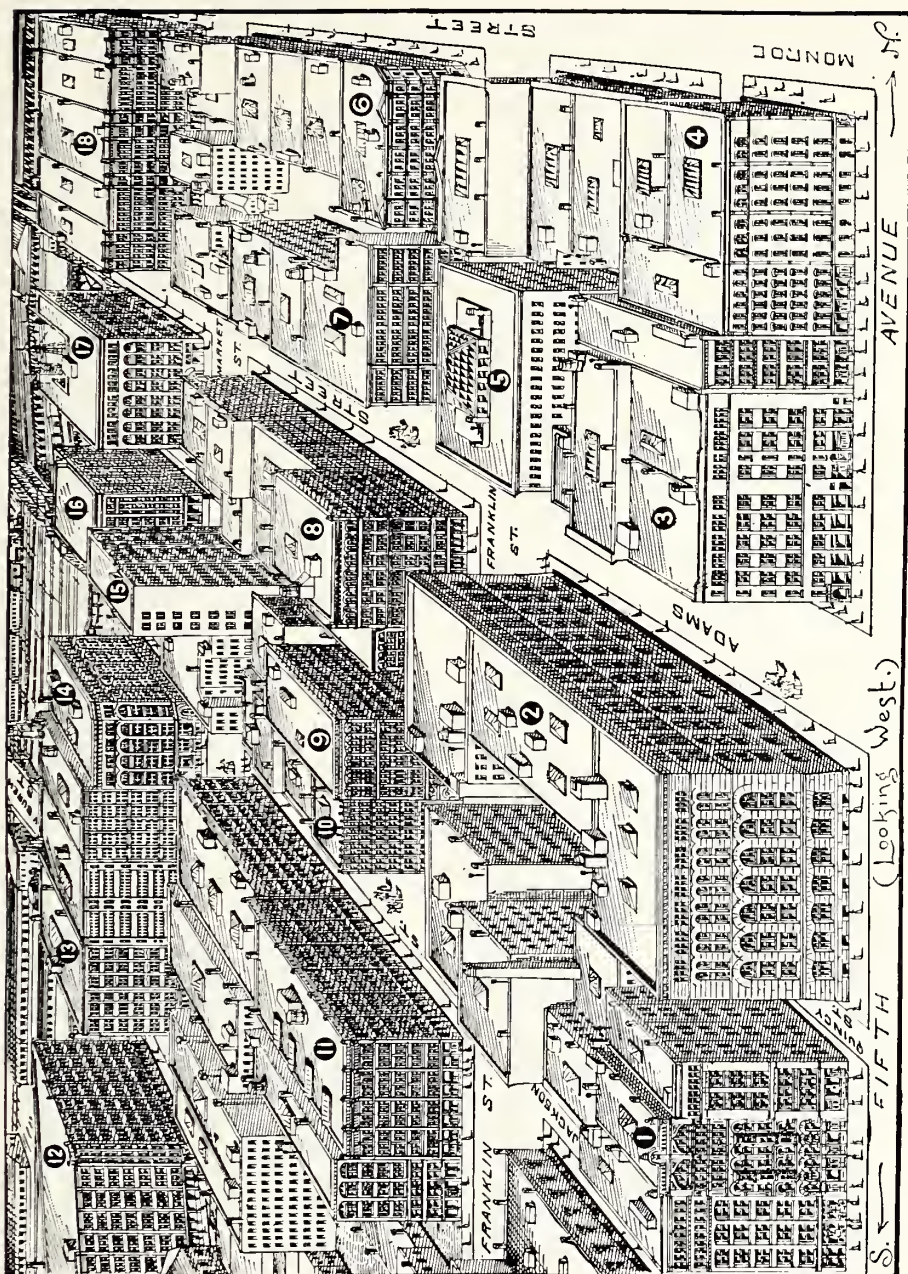
15. The Yondorf Building

Fronts 40 feet on Market Street and 100 feet on Quincy Street, at the southeast corner. It is 135 feet high, with 10 stories; 1 passenger elevator and 2 freight elevators; brick and iron exterior. Occupied by wholesale jobbers of clothing. Erected in 1874; remodeled in 1892.

16. The Mallers Building

Fronts 140 feet on Jackson and 160 feet on Market Street, at the northwest corner. It is 95 feet high, with 7 stories; pressed

VIEWS OF CHICAGO



WITHIN THE HEAVY WHOLESALE DISTRICT

VIEWS OF CHICAGO

cream-brick and cut-stone exterior; 3 passenger and 4 freight elevators. The building is occupied by wholesale jobbers of clothing, shoes, and silks. Erected in 1892.

17. The Ryerson Building.

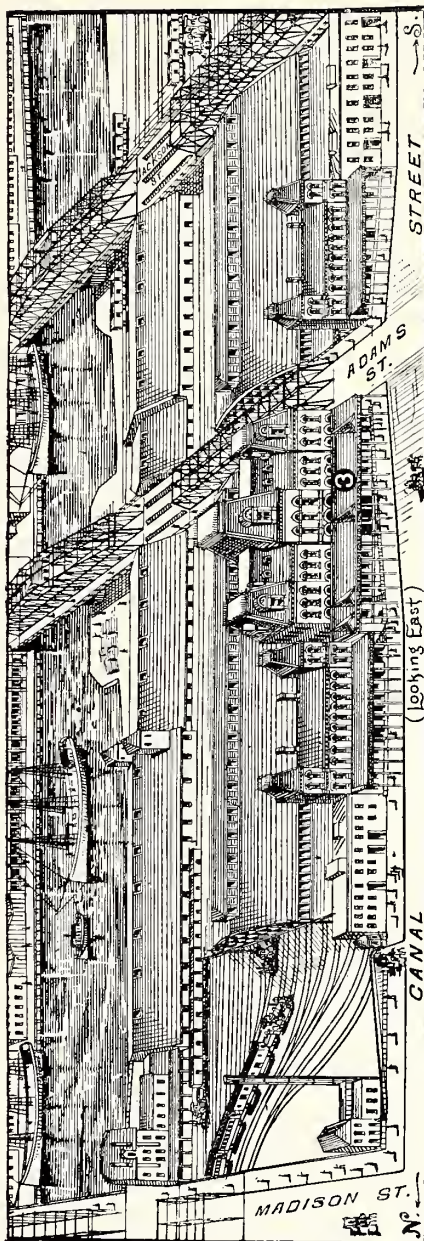
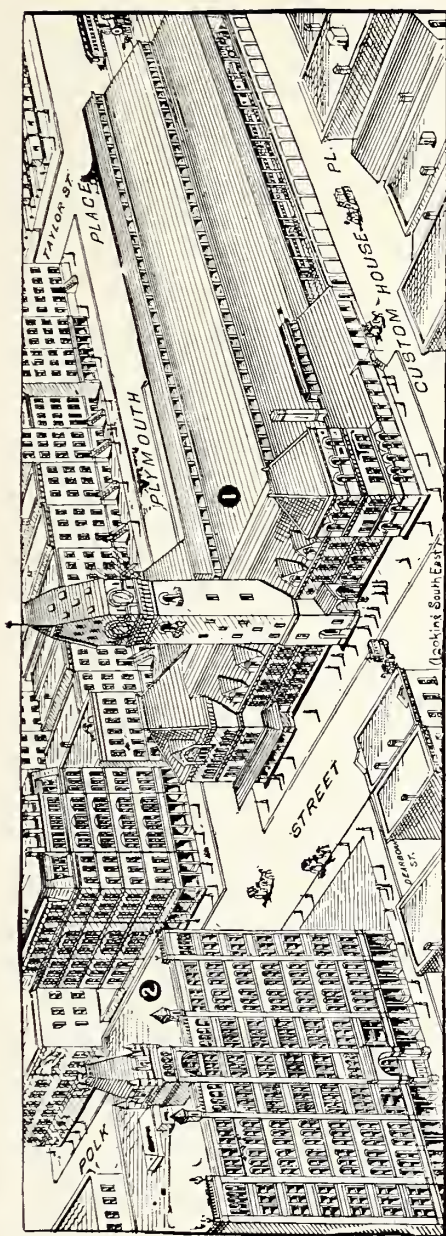
This magnificent structure, whose Norman arches of granite are the first architectural exhibit of Chicago to be seen by the visitor who arrives at the Union Passenger Station, and comes over the Adams Street bridge near by, resembles the Grand Central Station in its outer walls. The interior follows the plan of wooden pillars, adopted in Marshall Field's wholesale store. The Adams Street front is on an incline of 152 feet, leading to the bridge on the south side of the street. The Market Street front

is 166 feet. The building is 98 feet high, with 6 stories and basement. It is occupied as the wholesale dry-goods store of James H. Walker & Co., with 300 employes. There are 5 elevators.

18. The Farwell Block

Stands on Market, Adams and Monroe streets and the river bank, presenting an imposing front from the Adams Street bridge. Its frontages are 180 feet on Adams and Monroe streets and 340 feet on Market Street and the river. The block is 95 feet high, with 6 stories; brick and cut-stone exterior. It is occupied by wholesale jobbers of clothing, hats and caps, and dry goods. There are 2 passenger and 6 freight elevators. Erected in 1886.

VIEWS OF CHICAGO



TWO GREAT RAILWAY STATIONS
(looking East)

VIEWS OF CHICAGO.

Two Great Railway Stations.

On the opposite page, in two separate pictures, are presented descriptive views of two of the seven great stations of Chicago. At the top or outside of the page is the scene at the Dearborn Station, on Polk Street, at the head of Dearborn Street, from which the terminal takes its name. In front of the Dearborn Station is the large Donohue & Henneberry Building. At the bottom, or inside of the page, is the Union Passenger Station at Canal and Adams streets. The Adams Street bridge divides this structure. Beyond is the South Branch of the Chicago River.

1. The Dearborn Station.

When this beautiful building was erected, it was one of the principal architectural spectacles of the town, and its Flemish tower and brazen dragon still attract the visitor's eye. It stands in front of Dearborn Street, which in 30 years has been extended clear from Madison Street. The fire-places of the interior and other ornate and useful appointments should be noticed. The frontages are 212 feet on Polk Street, 446 feet on Plymouth Place, and 188 feet on Custom House Place. It is 80 feet high, with 3 stories and basement; height of tower 166 feet. The train-shed is 600 feet long, with 8 tracks, each accommodating 12 coaches and engines. One hundred and twenty-two trains arrive and depart daily, and 17,000 suburban and through passengers are carried daily. The Chicago & Eastern Illinois, the Chicago & Erie, the Atchison, Topeka & Santa Fé, the Louisville, New Albany & Chicago, the Wabash, the Chicago & Grand Trunk, and the Chicago & Western Indiana railroads all enter this station. It was erected in 1885, and cost \$325,000. This station is treated in the chapter on "Arrival."

2. The Donohue & Henneberry Building

Stands in front of the Dearborn Station, near the northeast corner of Dearborn and

Polk streets, at Nos. 407-425 of the former street. It has frontages of 180 feet on Dearborn Street and Plymouth Place, and is 71 feet deep and 120 feet high. It has 8 stores, 30 offices, 1,700 inhabitants, and 1 passenger elevator; stone, brick, and terra-cotta exterior; occupied by printers, publishers, book-binders, and printers' supply houses. Erected in 1886.

3. The Union Passenger Station,

At Canal and Adams streets, on the West Side, near the South Branch of the river, has a frontage of 200 feet on Canal Street. This great depot is well described in our chapter on "Arrival." Architecturally it is a handsome red-brick series of three pavilions, with the larger one in the center. This part is 65 feet high, with 4 stories and basement, and cut-stone and brick exterior. The length of the train-shed is 1,000 feet, and its 8 tracks accommodate 20 passenger coaches and engines. Here 251 trains arrive and depart daily, carrying 30,000 passengers. The seating capacity of the waiting-room is 600. The station is used and occupied by the Chicago & Alton; Chicago, Burlington & Quincy; Pittsburg, Cincinnati, Chicago & St. Louis; Chicago, Milwaukee & St. Paul, and Pittsburg, Ft. Wayne & Chicago railways. Erected in 1881.

VIEWS OF CHICAGO

North of the Court House.

The locality presented to the eye on the opposite page is chiefly remarkable for the presence of the high Ashland Block, the high and narrow Schiller Theater, and the famous Sherman House, all of which stand in the nearest street, or in the foreground. Full half of the heavy wholesale business of the city was once done within these eight or nine blocks. The Great Fire caused a change of location to the region west of La Salle Street and south of Madison.

1. Hooley's Theater

Occupies a street frontage on Randolph of only 29 feet, but widens within, giving a stage 50 feet wide and 65 feet deep, the rear door being 180 feet from the entrance of the building, at 149 Randolph Street. This building has an exterior of cut-stone and iron, and is 4 stories and basement in height, with lodge-rooms on the upper floors. The theater seats 1,500 persons, but crowds them. The management is famous for presenting a line of first-class attractions, that command the admiration of all who patronize the drama. The best New York companies often play here. Erected in 1872.

2. The Fidelity Building,

At 143-147 Randolph Street, stands just east, or lakeward, of Hooley's Theater, with 60 feet front, 60 feet of height, and 50 feet of depth, 4 stories and basement. It has a cut-stone exterior, and numerous safety vaults, visible from the street. This was once the home of the Fidelity Savings Bank, which failed in the hard times of 1877. The building is now occupied by steamship ticket-agents, bankers, and costumers. It was erected in 1872.

3. The Sherman House,

At the northwest corner of Clark and Randolph streets, or exactly north of the northeast corner of the Court House, presents a front of 150 feet to Randolph Street, and a still broader façade of 160 feet on Clark Street. It is 85 feet high, with 6 stories, basement, and Mansard roof, and has 300 rooms and 2 elevators. Its exterior is of cut-stone, and it was erected in 1872, while the Sherman House temporarily occupied the building now known as the Gault House, on the West Side, at the northeast corner of Madison and Clinton streets. The Sherman House, like the Tremont House, the Grand Pacific Hotel, and the Lakeside Building, retains its magnificent appearance in the presence of the

colossal structures which have come with the steel era. The reader is referred to our chapter on "Hotels."

4. The Ashland Block

Is at the northeast corner of Clark and Randolph streets, and is the larger of the two high buildings seen in the picture on the opposite page. In our chapter on "Notable High Buildings" we have referred to some of the phenomena attending its construction. It was erected in 1892 at a cost of \$850,000, and supplanted a block as high, and nearly as large, as the Sherman House. In the old Ashland Block, Charles J. Guiteau had his office, and the *Chicago Tribune* and Rand & McNally did business on this lot at 51 Clark Street, touching the alley. The new Ashland Block occupies 140 feet on Clark Street and 80 on Randolph. It is 200 feet high, with 16 stories and basement. It is all steel, with terra-cotta coverings and fire-proofing. Its 7 elevators serve 480 offices, 9 stores, and over 1,000 occupants. These are largely attorneys, brokers, real-estate dealers, bankers, and financial agents.

5. The Schiller Theater,

At 103-109 Randolph Street, is 211 feet high, 80 feet wide, and 180 feet deep, 16 stories and basement, in which is a café. It has, besides the theater, 2 stores, 204 offices, 1 freight and 5 passenger elevators. It was erected in 1892 by the German Opera House Company at a cost of \$750,000, and contains a cozy and entirely safe theater that seats 1,286 people, with a stage 74 feet wide and 32 feet deep. The assembly and club rooms of the association are on the twelfth and thirteenth floors. The construction is of steel, with terra-cotta and brick exterior. The tenants are attorneys, architects, and professional men.

6. The Borden Block,

At the northwest corner of Randolph and Dearborn streets, was counted a wonder in

VIEWES OF CHICAGO

its day, when its builder thus commemorated his good fortune in the silver mines of Leadville. It was almost the forerunner of the box-like structures which sacrifice beauty to larger supplies of light and air. It stands on the site of the Matteson House of other days, where Captain Carver, Carmé, Rudolphe, McDevitt, Goldthwaite, Tom Foley, Budd Doble, and the sportsmen of the city loved to congregate. The frontages of the Borden Block are 80 feet on Randolph Street and 90 on Dearborn. The building is 100 feet high, with 6 stories and basement. It has 65 offices, 6 stores, and 2 passenger elevators. It has a cut-stone exterior, and is occupied by professional men, largely attorneys. It was erected in 1880.

7. The Commercial Hotel,

At the northwest corner of Lake and Dearborn streets, has 150 feet on Lake and 200 feet on Dearborn Street, but the hotel impinges on the upper floors of adjoining buildings. Our article on "Hotels" discusses the characteristics of this popular inn. The building is 65 feet high, 5 stories and basement, 300 rooms, 9 stores, and has a steam elevator. It is a stone front of the ancient pattern, and was built in 1872.

8. The Marine Building

Is a large structure of the era of 1873, at the northeast corner of La Salle and Lake streets, which has been affected in value by the presence of the La Salle Street tun-

nel entrance on its south. The frontages are 100 feet on La Salle and 80 feet on Lake Street. It is 85 feet high, and has 6 stories and basement, with 45 offices, 8 stores, and 60 occupants. There is an elevator. The front is of stone. Bankers, financial companies, and attorneys are the tenants.

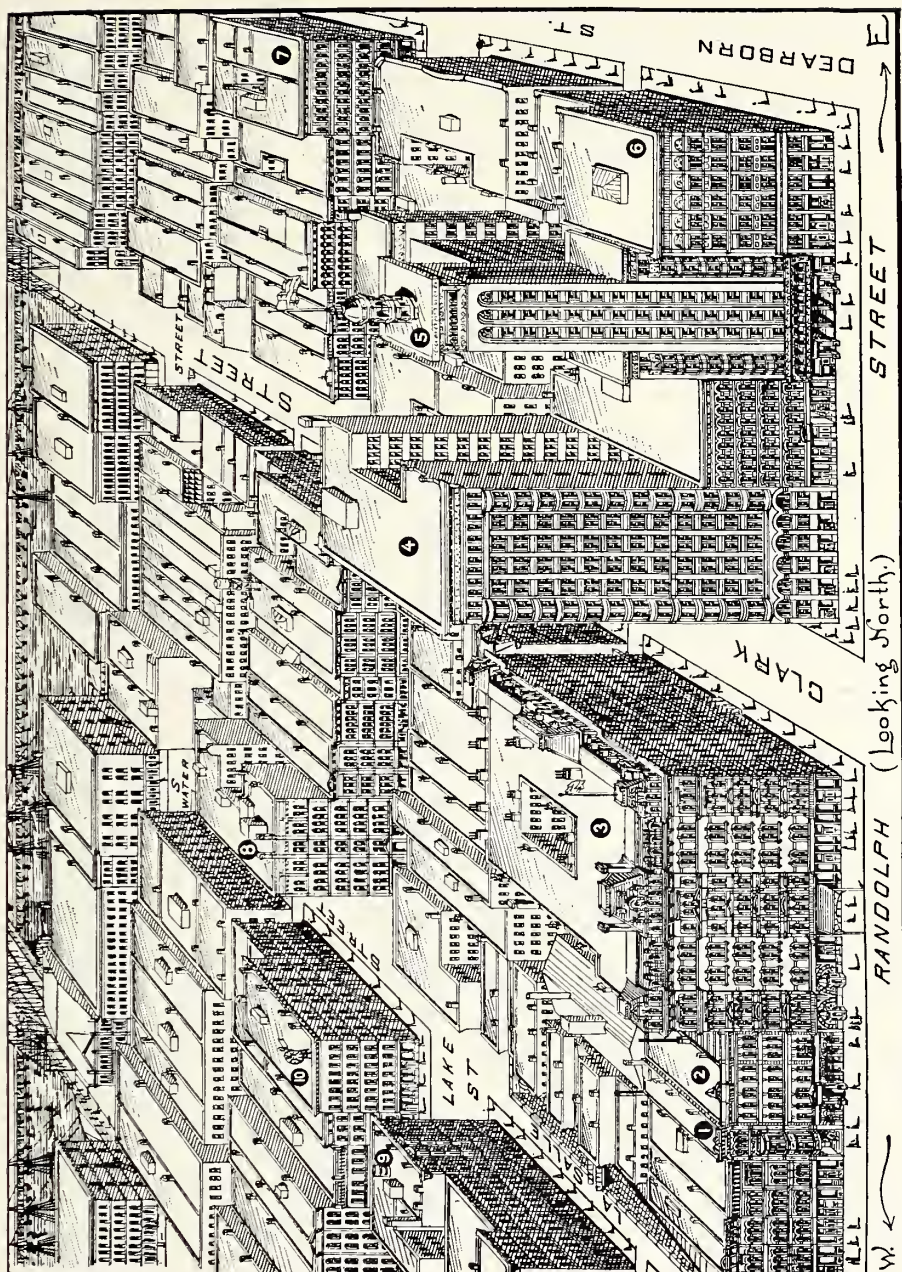
9. The Northern Pacific Building

Is at Nos. 30-36 La Salle Street, with frontages of 80 feet on both La Salle and Lake streets. It is 6 stories and basement, or 70 feet in height, and has 8 stores, 93 offices, over 100 occupants, and 2 passenger elevators. It has a pressed-brick exterior, was erected in 1872, and was remodeled in 1891. It is tenanted by attorneys, financial companies, manufacturers' agents, and people who have business among manufacturers and wholesalers.

10. Fairbanks, Morse & Co.'s Building,

At the northwest corner of La Salle and Lake streets, shares some of the disadvantages of having the La Salle Street tunnel entrance near by, as may be seen in the picture. The building has a wide front of 100 feet on La Salle and 80 feet on Lake Street. It is 75 feet high, in 5 stories and basement. The outside walls are of brick and iron, and were erected as late as 1879. The entire structure is occupied by Fairbanks, Morse & Co., who, as their sign on the roof purports, are manufacturers of windmills, scales, and other machinery.

VIEWS OF CHICAGO



NORTH OF THE COURT HOUSE

VIEWS OF CHICAGO

From State Street, Looking East.

The unexampled structures rising before the eye in the picture on the opposite page attest the fact that the wide portion of State Street has not lost its priority in the good opinion of Chicagoans. Here, where so many hundreds of thousands of promenaders, buyers, and sight-seers pass, stand the Masonic Temple, Central Music Hall, Marshall Field & Co.'s retail store, and the Columbus Memorial. The new Field rises behind the old Field Building, and the Public Library still farther eastward at the Lake Front. At the farther left corner of the library may be seen an approach to the Randolph Street viaduct, by which one may reach the outer piers and docks. The Venetian Building is hidden from view by the Columbus Memorial. State Street is here very wide, because it was once a market-place.

1. The Masonic Temple

Fronts 170 feet on State and 114 feet on Randolph Street, at the northeast corner. This building occupies the place of honor in our chapter on "Notable High Buildings," and is there fully described. Its 21 stories carry it to a height of 302 feet. There are 10 stores, 543 offices, many lodge-rooms, and a public observatory. The exterior walls are heavy, of granite and yellow pressed brick. The rotunda on the main floor is open to the skylight at the top, and is nearly surrounded by 14 passenger and 2 freight elevators. In the basement and under the street are 2 Corliss engines, each of 500 horse-power; 8 steel boilers, 6 dynamos, and 8 large pumps. The electric apparatus weighs 60 tons, and includes 53 miles of wire. It is not possible to classify the tenants of a building which is a city in itself; and again, the edifice has not yet developed its characteristics. The upper floors are fitted for Masonic lodges, chapters, asylums, and councils. The first ten floors are expected to accommodate merchants. Professional men already favor the office floors. The observatory offers a very high point of view, to be obtained for a small fee and without climbing. This wonderful edifice was erected in 1890-92, at a cost of \$3,500,000.

2. Central Music Hall

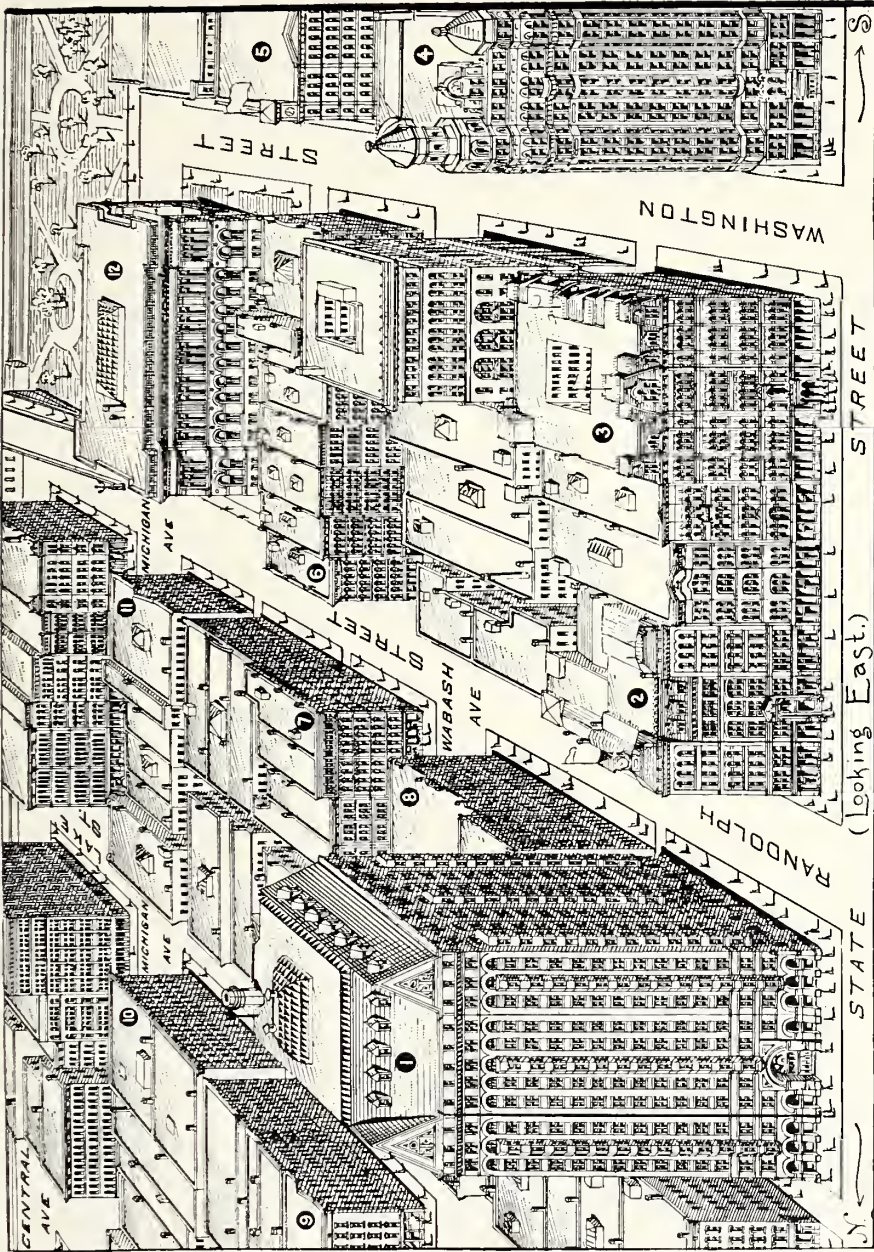
Fronts 125 feet on State and 150 feet on Randolph Street, at the southeast corner, and is 90 feet high, with 6 stories and basement, and 2 elevators. When this building was promoted by the late George B. Carpenter, it was regarded as an outright speculation, and a stock company was necessary—the forerunner of many hundred similar architectural undertakings. The building is a fire-proof structure, with

12 stores, 75 offices, and an auditorium with 2 balconies capable of seating 1,800 persons. There is a good organ, but no scenery, although spacious dressing-rooms are to be found under the stage. In this hall many of the most-distinguished people of the world have appeared publicly. Here Beecher fell unconscious on the stage, Tilton lectured, Patti sang, Lowell spoke, Edwin Arnold read, and many other celebrities have greeted great audiences. Among the most notable successes were the Stoddard lectures, which for many years crowded the hall for a month at a time, and kept ticket-buyers standing all night at the box-office. Nor has the business part of the building been less successful. Here the Chicago Musical College, under Dr. Florence Ziegfeld, has for 14 years increased, throwing off branches and rival "conservatories," and music-teachers have daily made an unceasing din. Erected in 1879.

3. The Marshall Field Buildings

Occupy the whole north side of Washington Street, between State Street and Wabash Avenue, fronting 260 feet on State Street, 340 feet on Washington Street, 108 feet on Wabash Avenue. The old building is a remarkably handsome structure of the Parisian style, which is the third of a like appearance that has risen on this site since 1868, when it was first opened by this firm. It is 125 feet high, with 6 stories and basement, ornate stone front, and many pavilions. There are 6 elevators. The windows are dressed with the latest, richest, and most beautiful goods, and the interior presents an animated and entertaining spectacle. The new building was erected in 1892, at the northwest corner of Washington Street and Wabash Avenue, of steel,

VIEWS OF CHICAGO



FROM STATE STREET, LOOKING EAST

VIEWS OF CHICAGO

granite, terra cotta, tile, and marble, in the latest style of fire-proof construction. It has 9 stories, 90 suites of offices, and no less than 13 elevators. The four lower floors have been added to the retail quarters, and the whole gives to Field & Co. a vast accommodation for their retail dry-goods business.

4. The Columbus Memorial Building

Fronts 100 feet on State and 90 feet on Washington Street, at the southeast corner. The example of this building, it is expected, will introduce a still larger use of the metals and artistic ornament into Chicago's principal architectures. The edifice has 14 stories, and rises to a height of 251 feet. Its two fronts are elaborately treated both at base and summit, and it is the richest-looking of the high steel structures of the city. Sculpture, paintings, eupolas, and bronze enter into its interior and exterior furnishings, and these are more fully described in that part of this guide which is devoted especially to buildings of the new style. The Columbus Memorial takes the place of a handsome old-style stone front, which was filled with physicians and dentists, and it is expected that they will return to this corner, where a free library and reading-room has been prepared for their use. Erected in 1892, at a cost of \$1,000,000.

5. The Tobey Furniture Company's Building

Fronts 120 feet on Wabash Avenue and 160 feet on Washington Street, at the southeast corner; is a 6-story stone front, of the style of 1872, 75 feet high, with 4 elevators. It is occupied with a retail furniture exhibit that has few equals in the world, 180,000 square feet of floor space being covered with fine and beautiful products of the cabinet-makers' and house-furnishers' arts. This square was the scene of the costly Farwell and Field fire of September 12, 1870, when several millions of property were burned.

6. The Laffin Building

Fronts 200 feet on Randolph Street and 40 feet on Wabash Avenue, at the southeast corner. It is 85 feet high, with 5 stories, and 2 freight elevators. Its walls are built of brick and steel. The occupants are wholesale chemists, tobacconists, the American Whip Company, and manufacturers' agents. Erected in 1879.

7. The Fairbank Building

Fronts 80 feet on Randolph Street and 80 feet on Wabash Avenue, at the northeast corner. It is a 6-story brick building, 70 feet high, with stone trimmings, 3 stores, 20 offices, and 1 elevator; occupied by stove manufacturers and others. Erected in 1872, and remodeled on new interior lines in 1890.

8. The Atlas Block

Fronts 169 feet on Randolph Street and 228 feet on Wabash Avenue, at the northwest corner. It is 75 feet high, and is a 5-story brick building. There are usually about 375 occupants, who are wholesale jobbers and agents. Erected in 1879.

9. Hibbard, Spencer, Bartlett & Co.'s Block

Fronts 120 feet on Wabash Avenue and 160 feet on Lake Street, at the northeast corner. It is a 5-story brick building, 85 feet high, with 4 freight elevators. It is occupied by the above firm with the largest general hardware business so far developed in Chicago. There are 325 employees. Erected in 1877.

10. The McCormick Building

Fronts 60 feet on Lake Street and 100 feet on Michigan Avenue, at the northwest corner. It is a 5-story brick structure, 75 feet high, with 1 freight elevator; occupied by John A. Tolman & Co., importers and wholesale grocers. Erected in 1876.

11. The Dearborn Block

Fronts 160 feet on Michigan Avenue and 150 feet on Randolph Street, at the northwest corner. It is a 5-story building, 75 feet high, with 2 freight elevators, and fronts the north end of the Public Library. It is occupied by the great grocery house of Spragues, Warner & Co., one of the heaviest firms of the kind in the world. Erected in 1872.

12. The Public Library

Occupies Dearborn Park, and is on ground that has never before been permanently covered. (See "Notable High Buildings.") A brief history of the Public Library is as follows: Begun in 1872 from the gifts of the world; occupied a water-tank in the Rookery; at the southeast corner of Madi-

VIEWS OF CHICAGO

son Street and Wabash Avenue; at the southwest corner of Lake and Dearborn streets; in the City Hall. The first librarian was William F. Poole; the second, Frederick H. Hild, who is now in charge, under an appointive board of trustees. The new building fronts on Michigan Avenue, Washington, and Randolph streets; frontages, 354 feet on Michigan Avenue, 147 feet on Washington and Randolph streets, 95 feet high, in 3 principal stories, 2 intermediate floors, and a basement; 8 passenger elevators; total area, 50,367 square feet; weight, 72,000 tons; 146,000 cubic feet of stone and 1,955 tons of iron were used in construction. There is to be room for 900,000 volumes. Blue Bedford stone, granite, and limestone exterior, with large arches and columns after designs suggested by the ancient gateway at Athens which

divided the Roman from the Grecian section of the city. The colonnade is Ionic, with solid piers interspersed, the frieze bearing the names of historic writers. The Washington Street entrance is treated in the Roman method, with coffered and appropriate ornamentation, while the Randolph Street entrance is in classic style, massive columns and entablature being employed. The roof is of copper. A stone balustrade surmounts the walls. The halls and corridors are finished in marble mosaic, cream-colored terra cotta in artistic designs being used on the ceilings. The G. A. R. organizations of Cook County will occupy 18,500 square feet of the north section, known as Soldiers' Memorial Hall, for a term of fifty years. Estimated cost, \$1,200,000. Erected in 1893-94.

VIEWS OF CHICAGO

West of the Court House.

The eye here surveys a district into which the high steel building has not yet invaded. At the left, in the distance, South Water Street may be seen rounding into Lake Street at Market Street, and at that point stood the Wigwam wherein Abraham Lincoln was nominated for President of the United States in 1860. Among the most notable of the buildings so accurately portrayed in this picture are the *Times*, *Staats-Zeitung*, Telephone, and Metropolitan.

1. The Telephone Building,

Northeast corner of Franklin and Washington streets. In this handsome home of steel, granite, and terra cotta the great monopoly beholds the expiration of some of its important patents, but relies as firmly on the public concessions which those patents brought to its use and possession. This very elegant building stands at the descent into the Washington Street tunnel, the cynosure of thousands of West Side travelers. It is 100 feet high, in 7 stories and basement, 40 feet on Washington Street, 90 on Franklin, and has 2 elevators for its employes. The granite arch and tiling at the entrance are notable. It was erected in 1888, and is occupied by the Chicago Telephone Company.

2. The Forbes Block

Was erected in 1872 at 191-197 Washington Street. It has 80 feet of front, is 100 feet deep, and is 55 feet high, with 4 stories and basement. It is a stone front of the old style, and is given over to light manufactures, publishers, printers, and manufactures' agents.

3. The Times Building

Is at the northwest corner of Washington Street and Fifth Avenue. Before the Great Fire Fifth Avenue was called Wells Street, and still bears that name north of the river. The structure was erected by Wilber F. Storey, under the direct supervision of Franc B. Wilkie, a writer famous as "Polio," and for his many valuable books. The history of the building is given in Wilkie's "Recollections." While it was uprearing, in 1872, the *Times* occupied a long one-story shed near the river south of Adams Street on the West Side, where the Union Passenger Station's immigrant room now stands. The *Times* Building is exceptional in its advantages of light, heat, and elevator service, which have been continuous, night and day, for twenty years. The edifice was a valuable and elegant one in its day, and its hardwood

finish has given it an enduring character, though the wear and strain on the interior of a daily newspaper office are great. There are 5 stories, and the presses are in the basement; 80 feet on Washington Street, 189 feet on Fifth Avenue, 75 feet high, 2 steam passenger elevators, 36 offices, 4 stores, counting-room of the *Times*, and offices of the daily *Freie Presse*. The editorial rooms and composing-room are on the upper floor, and many of their conveniences were for fifteen years the best in Chicago.

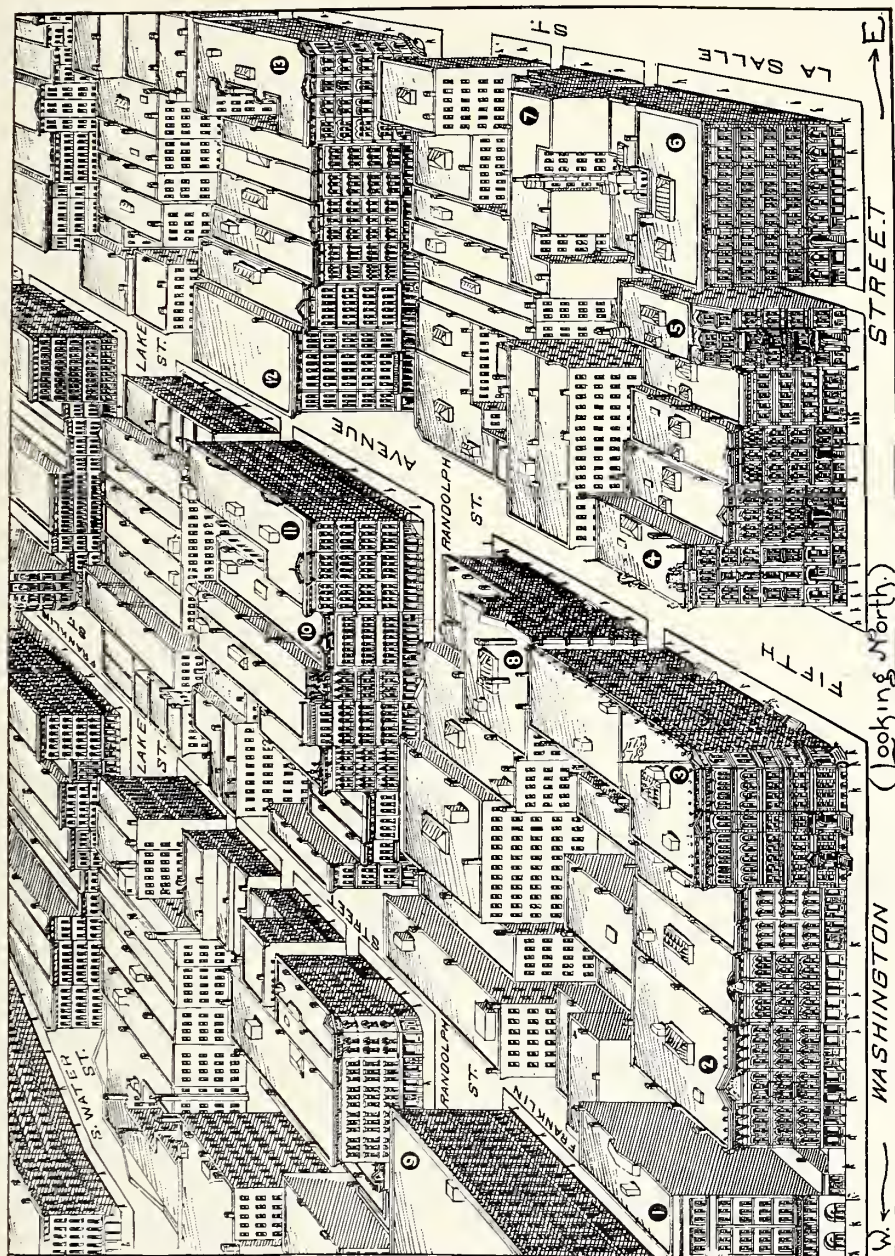
4. The Staats-Zeitung Building

Is a prominent and tasteful structure of the old style, across from the *Times*, at the northeast corner of Washington Street and Fifth Avenue. Various statues adorn the façades, and the prosperity of the oldest German daily newspaper of the West has lent its mark to the surroundings. On Washington Street there are 40 feet; on Fifth Avenue, 110 feet. The 6 stories carry the cornice to a height of 90 feet, and the presses may be seen in the basement. There are 30 offices, with 1 elevator. The building was erected by A. C. Hesing, who, before the Great Fire, was called "Boss of Chicago," owing to his paramount political influence. The paper is now conducted by his son, Washington Hesing. The buildings just east of the *Staats-Zeitung* have long been famous as lodge-rooms and meeting-places of all kinds of societies, but particularly of workmen with political aspirations, Knights of Labor, and others.

5. The Central Bank Building,

At 155-157 Washington Street, next the alley, on the west, was rebuilt in 1872, and is shown as it was previous to its renovation in 1892, when a beautiful sculptured façade was destroyed to make light and give air. This stone façade stood alone after the Great Fire, and was then regarded as an important salvage. The same fate has befallen the building of the *Evening Journal*, on Dearborn Street. This

VIEWS OF CHICAGO



W. — WASHINGTON

(Looking North)

STREET

LA SALLE

WEST OF THE COURT HOUSE

VIEWS OF CHICAGO

structure is 40 feet wide, 102 feet deep, 85 feet high, 7 stories and basement, and has 50 offices. There is an elevator. Attorneys and professional men occupy the offices, with banks and financial operators on the lower floor.

6. The Merchants' Building

Stands on the valuable property at the northwest corner of La Salle and Washington streets; 100 feet square, 60 feet high, 5 stories and basement, 60 offices, 3 stores, and 2 elevators. On the top floor have long been the headquarters for spiritualists and persons interested in psychic research. Here were the offices of the Mutual Union Telegraph while it fought its losing battle with Jay Gould. The edifice is a sumptuous stone front of the ancient era, when Chicago got its architecture, as it still gets its women's gowns, from Paris. Bankers, real-estate agents, attorneys, and Court House people generally occupy the building.

7. The Oxford Building,

No. 84-86 La Salle Street, was remodeled in 1891. Its dimensions are: Width, 43 feet; depth, 165 feet; height, 80 feet; 8 stories and basement, with 140 offices. There are 2 elevators. Old-style stone front, with modern adjuncts. The tenants here, as on La Salle Street generally, are of classes that are similar in nature—law, real estate, finance, architecture, claims, and insurance.

8. The Greenebaum Building,

At 76-82 Fifth Avenue, in its early days held the abstract offices. It is now devoted to publishers, printers, and light manufactures, but has a well-known lodge hall above. There are 4 stores and 20 offices; dimensions, 80 feet wide, 100 feet deep, 65 feet high, 4 stories and high basement. It was erected in 1872.

9. The Fitch Building,

Southwest corner of Franklin Street and Randolph was erected in 1876 for the use of the M. J. Fitch Paper Company, and cognate interests. It has 140 feet on Franklin and 80 feet on Randolph. It is 90 feet high, with 5 stories and basement; 2 freight elevators.

10. The Bonfield Building,

At 199-203 Randolph Street, was erected in 1872 for wholesale jobbers; 4 stories, 50 feet wide, 120 feet deep, 50 feet high, and stone front.

11. The Garden City Block,

At the northwest corner of Randolph Street and Fifth Avenue, was once A. H. Revell's headquarters, and was remodeled in 1892. It is now a vast building, with 200 offices, 9 stores, and 3 elevators. Dimensions, 80 feet on Randolph, 180 on Fifth Avenue, 90 feet high, 7 stories. It is a stone front of the year 1873.

12. The Briggs House

Has a place in our chapter on "Hotels." It occupies the northeast corner of Randolph Street and Fifth Avenue, with 80 feet on the former and 140 on Fifth Avenue. It is 95 feet high, in 6 stories, and has 8 stores, 150 rooms, and 2 elevators.

13. The Metropolitan Block,

Before the Great Fire, was conspicuous as Library Hall. It is a 5-story stone front of the year 1872, at the northwest corner of Randolph and La Salle, with 200 feet on the latter street and 80 feet on Randolph. There are 2 elevators, 106 offices, and 8 stores, for brokers, agents, publishers, and small firms.

VIEWS OF CHICAGO

From Randolph Street, Looking South on La Salle.

The view which here meets the eye covers some of the most remarkable buildings in Chicago, including the great old-style structure commonly called the Court House, and such steel edifices as the Chamber of Commerce, Tacoma, Teutonic, Herald, Title & Trust, and Chicago Opera House. At the time of the Great Fire there were residences along Madison Street west of La Salle, and private houses had been gone but a few years from the west side of La Salle, opposite the Court House. Randolph Street, in 1871, was the most brilliant thoroughfare of the city after dark.

1. The City and County Buildings

Are generally described on another page. The architect intended that a dome should rise in the center of the plan, and the abandonment of his ideas has disturbed the effect of the edifice. Nevertheless, the "Court House," as the block is called, is impressive in appearance. It occupies the original court-house square, bounded by Washington, La Salle, Randolph, and Clark streets, and is 337 feet long on La Salle and Clark by 214 feet wide on Washington and Randolph. It is no less than 120 feet high, in but 4 stories and basement, and has 14 passenger elevators, which are nearly always well filled. The county side is on Clark Street, and the exterior is built of local limestone, which has disintegrated in places. On the La Salle, or city side, the material is Bedford stone and granite, more durable substances. Many blocks of the limestone have fallen from the Clark Street front, owing to the action of frost. On that side are various local courts, the law library, and county offices. The La Salle Street building contains the headquarters of the mayor, police, fire department, and other city service. The handsome Council Chamber is on the upper floor. The Public Library is on the same floor, pending the completion of its own building. This colossal pile was erected in the years between 1878 and 1885. Many political scandals and some litigation attended its construction.

2. The Lafayette Building

Is a handsome old-style structure at the southwest corner of Randolph and La Salle streets, with the following dimensions: On La Salle, 100 feet; on Randolph, 40 feet; height, 70 feet, in 6 stories and basement; 2 elevators. There are 35 offices, with about 225 occupants, who are bankers, steamship agents, real-estate agents, editors, architects, and attorneys. The building, which dates from 1872, was renovated in 1890.

3. The Teutonic Building,

At the southeast corner of Washington Street and Fifth Avenue, is one of the newest of the notable high buildings of Chicago, and has a place in another chapter. Its frontages are 80 feet on Washington Street and 60 feet on Fifth Avenue. It is 130 feet high in 10 stories and basement, being but 10 feet higher than the 5 stories of the Court House. It has 4 stores, 125 offices, and 3 passenger elevators. Its exterior is of brick and terra cotta. Its interior is of steel and fire-proof tile. It is occupied by real-estate and investment brokers, attorneys, and others. It was erected in 1892-93.

4. The Evening Post Building,

At 164-166 Washington Street, next east of the Teutonic, was erected in 1872, but was rebuilt in 1891. It is 40 feet wide, 181 feet deep, and 65 feet high, in 5 stories and basement; cut-stone front. Beside furnishing a home to the *Evening Post*, the building has 35 offices and 2 passenger elevators. The latter are approached from a handsome counting-room, making an attractive interior scene.

5. The Herald Building,

At 154-158 Washington Street, is faithfully shown, its gabled front rendering it conspicuous. It is 61 feet wide, 181 feet deep, and 124 feet high, in 7 stories and basement. The construction is of steel, granite, brick, tile, and terra cotta, and the newspaper establishment which it shelters is described elsewhere. The scene on entering the counting-room is beautiful. Erected in 1891.

6. The Union Building,

At the southwest corner of Washington and La Salle streets, gives way to the Stock Exchange, a sky-scraper of steel described

in the chapter on "Notable High Buildings." The old structure is historical as the telegraph headquarters of the West. Here all the news of the Associated Press and all the private dispatches of the Western Union were received. The old building, which was erected in 1872, was 80 feet square and 90 feet high, with 4 stories and a high basement, in which was the telegraph office. Upstairs were the Atlas and International banks.

7. The Chamber of Commerce Building,

At the southeast corner of Washington and La Salle streets, has an extended description elsewhere. It is 185 feet long on La Salle and 95 feet wide on Washington, 190 feet high, in 13 stories and basement, and has 8 passenger elevators, that carry 30,000 people in 10 hours. The 600 offices of this structure are occupied by professional men of all kinds, and some great financial institutions here have their Western offices—among them the Equitable Life Assurance Association of New York. There are 4,100 electric lamps, miles of bronze railing, aeres of tiling and mosaic, and 3,300 tons of steel in the edifice, which is one of the principal high steel buildings of the city, and a sight to be seen. It was erected in 1890, at a cost of over \$1,000,000.

8. The Chicago Opera House Block

Is to be seen at the southwest corner of Clark and Washington streets. It was one of the first of the buildings erected on the joint-stock plan, and the success of its promoters led to the erection of the Auditorium. It fronts 187 feet on Clark and 107 feet on Washington, the regular theater entrance, with its handsome canopy, opening on the latter thoroughfare, and presenting a fine illumination at night. The 10 stories are 130 feet high, and the unrelieved brick exterior gives to the edifice a plain appearance. Its 240 offices and 12 stores and its theater are among the most popular places in the city, and its 4 elevators are constantly run at their full capacity. The main entrance of the office building is on Clark Street. Lawyers and professional men crowd the premises. The Appellate Court sits here. Erected in 1885.

9. The Reaper Block

Is an imposing Parisian pile of the old style, with Mansard and stone front, at the northeast corner of Clark and Washington streets, fronting 90 feet on Clark and 75 feet on Washington, 6 stories high, or 65 feet, with basement, 6 stores, 80 offices, and 1 elevator. It was erected in 1873, and is occupied by a desirable class of tenants, on account of its nearness to the courts.

10. The Methodist Church Block,

At the southeast corner of Clark and Washington streets, is the last remaining ecclesiastical reminder of these corners, for 3 churches with steeples once stood in a row on the sites of the Chamber of Commerce, the Chicago Opera House, and this block. The congregation still owns this property, and in the large auditorium of the building holds regular religious services. The building is in the stone-front style of 1872, 130 feet on Clark, 80 feet on Washington, 55 feet high; 4 stories and basement, with 7 stores, 16 offices, and a hall, with stage, gallery, organ, etc., seating 1,000 people.

11. The Title & Trust Building,

At Nos. 98-102 Washington Street, is described among our notable high buildings. It is 16 stories high, on a lot 80 feet wide by 165 feet deep. It has 425 offices and 7 passenger elevators. It was erected in 1892, at a cost of \$600,000, and is occupied by real-estate and loan agents, attorneys, and architects. The Phenix Insurance Company is also a tenant. This edifice is one of the few sky-scrapers that have been erected on interior lots in the heart of the city.

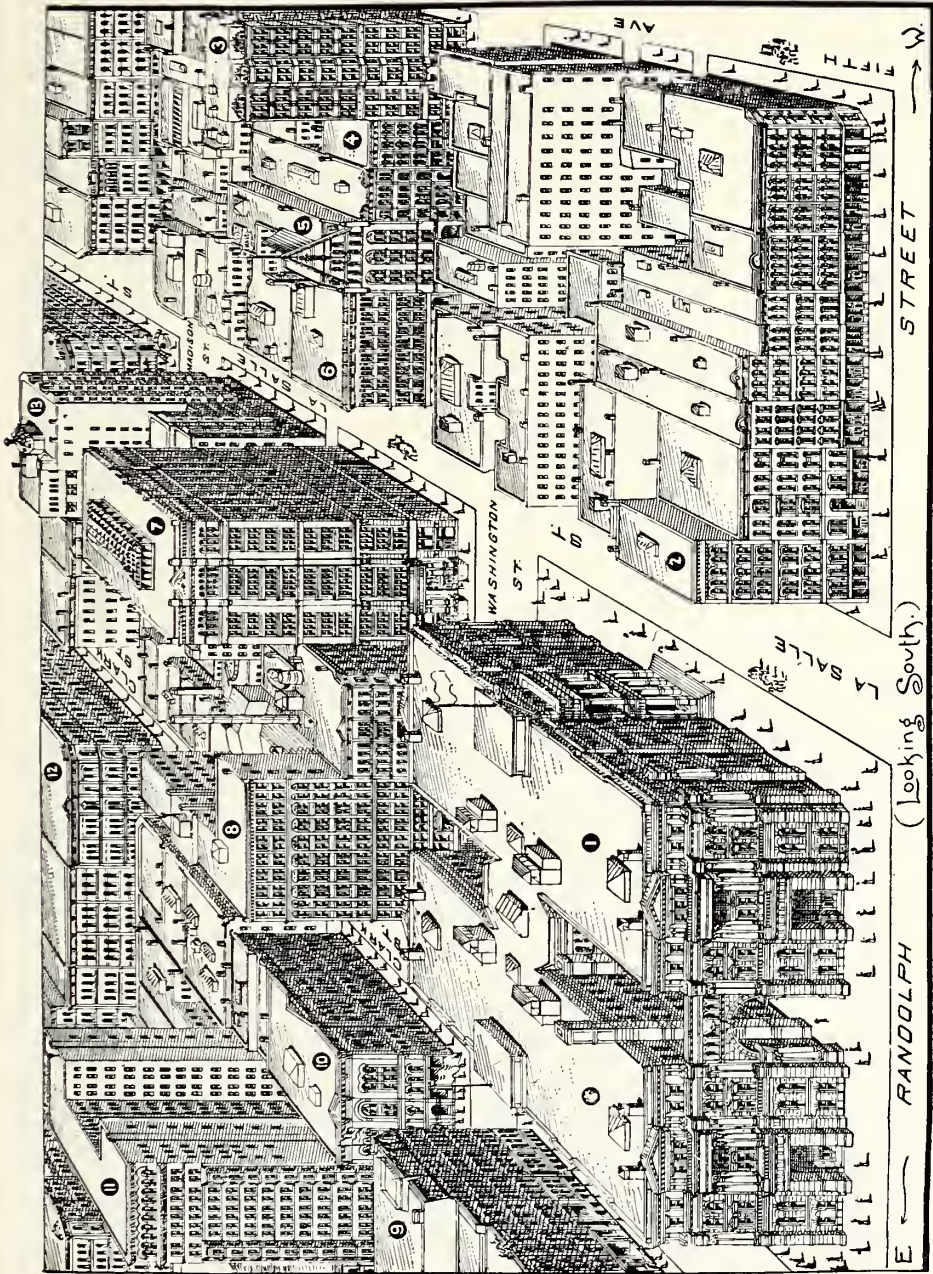
12. The Willoughby, Hill & Co. Building,

At the southeast corner of Madison and Clark streets, occupies a lot that for about 30 years has been considered very valuable, though constantly increasing in its appraisal. In 1872 the Government, then in search of a site for the Post Office, withdrew from offering \$2,500 a front foot. The present 4-story stone front was built in 1872, and has been remodeled, but it remains ancient and ill-suited to the realty on which it stands. The lot is 100 feet wide on Clark and 90 feet deep on Madison, giving to the clothiers and restaurateurs who occupy it a valuable advantage over two competitors who surround but do not reach two of the other corners.

13. The Tacoma Building

Is a remarkable steel structure at the northeast corner of La Salle and Madison streets, with frontages of 101 feet on Madison and 80 on La Salle. Its 13 stories are 165 feet high, and it has 4 stores and 156 suites of offices. Its 5 passenger elevators are under the charge of a chief, and carry 8,000 persons daily. It was erected in 1888, at a cost of \$500,000, and is occupied by lawyers, real-estate operators, and insurance agencies. It was the first building to discard heavy outer walls, and has a place in our chapter on "Notable High Buildings."

VIEWS OF CHICAGO



FROM RANDOLPH STREET, LOOKING SOUTH ON LA SALLE

VIEWS OF CHICAGO

Looking South from Lake Street.

The scene presented on the opposite page includes some very prominent structures, which are delineated and described in another picture covering a portion of the same locality. The conspicuous buildings, going southward by cross-streets, are the Tremont House, on Lake; the Ashland Block, Schiller Theater, and Masonic Temple, on Randolph; the Unity, half-way to Washington, on Dearborn; the Title & Trust, Columbus Memorial (not fully shown), Venetian, and new Field, on Washington. Two of the buildings—the Tremont and the old Marshall Field, retail—are fine examples of the rich and handsome Parisian architecture which was displaced by the Age of Steel. Although not the very largest of Chicago's principal structures, these buildings, in many of their details and in general plan, are among the finest in the city, as well as the best known to the public. The designs are as varied as the objects for which they were erected, and, it may be added, harmonize with the surroundings of this imposing neighborhood.

1. The Tremont House

Fronts 200 feet on both Lake and Dearborn streets, at the southeast corner. This historic inn is treated in our chapter on "Hotels." The building is 100 feet high, a stone front, and its 6 stories are capped with ornate pavilions, giving an air of splendor that the Newer Chicago is totally denied. There are 8 stores and 250 rooms. The hotel office is on the main floor, and 2 passenger elevators are at the service of the guests. There are 200 employees. Theatrical and commercial people frequent the Tremont, and many families reside there. Tremont houses were built in 1840, 1850, 1853, and 1872. One of the old Tremont houses was among the first brick buildings to be raised to a higher street grade.

2. The Dickey Building

Fronts 200 feet on Dearborn and 75 feet on Lake Street, at the southwest corner. Here, in the upper story, the Chicago Public Library had its home before it removed to the City Hall. The building is an old-style stone front, 60 feet high, with 5 stories and basement, 12 stores, 30 offices, and 1 passenger elevator. It is occupied by the Northwestern University Law School, the Illinois College of Pharmacy, and the Irish-American Club. (See "Clubs.") It was erected in 1873.

3. The Greisheimer Building

Fronts 80 feet on Clark and 100 feet on Lake Street, at the southeast corner. It is an old-style 5-story structure of 1873, 80

feet high, but its lower windows present a brilliant appearance at night. The upper rooms are tenanted by publishers, printers, binders, and manufacturers' agents.

4. The Real Estate Board Building

Fronts 70 feet on Dearborn and 100 feet on Randolph Street, at the northeast corner. It was completely remodeled in 1889, heightened to 8 stories, and its interior made to meet modern requirements, and to present a striking appearance. There are 6 stores, 140 offices, and 2 elevators. About 200 people occupy the premises. The walls are built of artificial stone, brick, and steel, 85 feet high. The Real Estate Board, financial corporations, real-estate dealers, and insurance agents are the tenants. Cost, \$200,000.

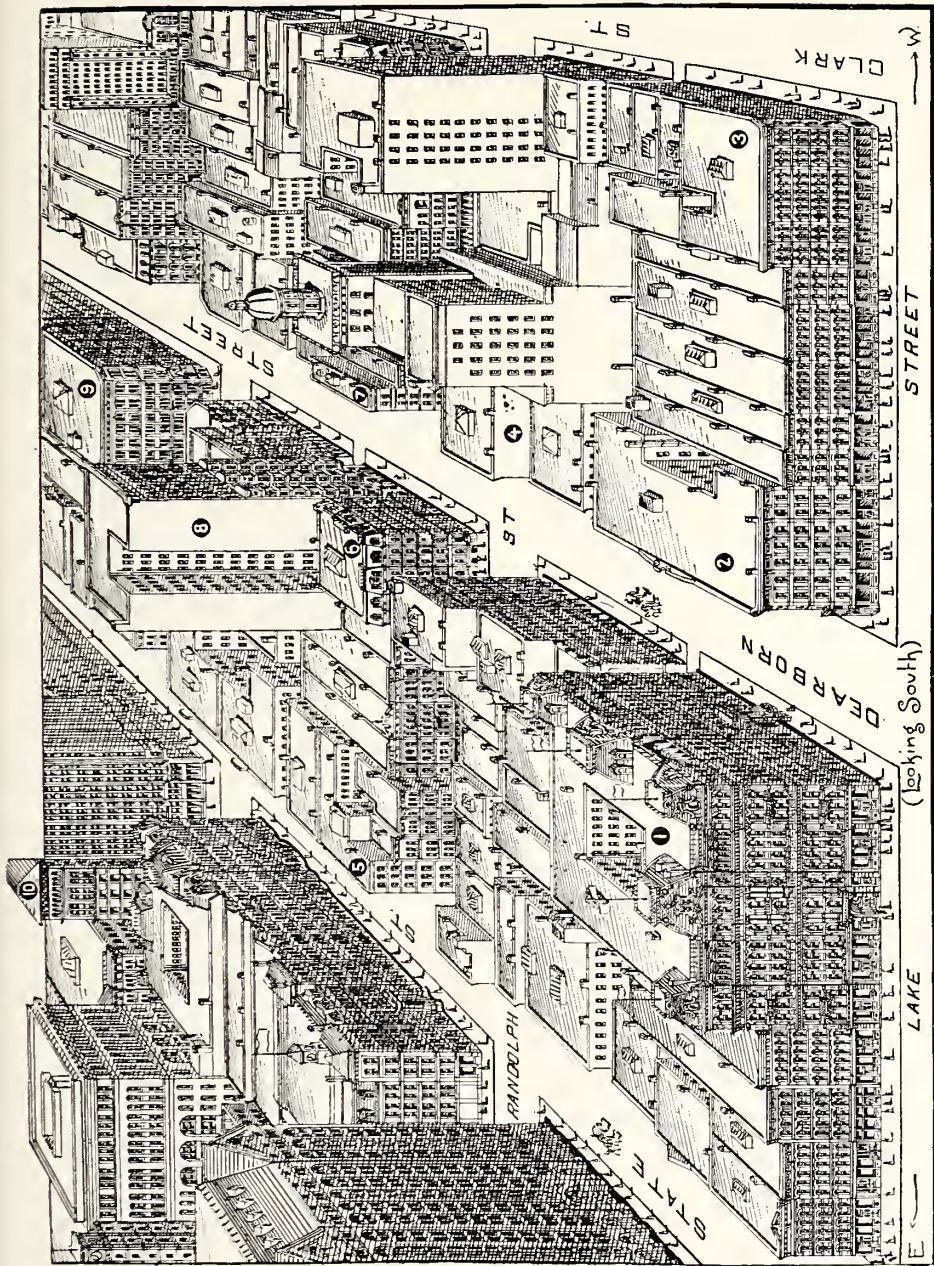
5. The Bay State Building

Fronts 106 feet on State and 35 on Randolph Street, at the southwest corner. In 1888 the old-style building of 1873 was completely remodeled, enlarged, and transformed into fashionable offices for doctors and other professional men, who may be found here in unusual numbers. Much white marble was used in the interior. There are 6 stores, 110 offices, and 2 passenger elevators. The building is now 6 stories, 78 feet in height, with a well-lighted front.

6. The McCormick Block

Fronts 120 feet on Randolph and 100 feet

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LOOKING SOUTH FROM LAKE STREET

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on Dearborn Street, at the southeast corner, and is a 6-story, Mansard roof, stone-front building of the ancient style. It is 75 feet high, with 5 stores, 100 offices, and 1 elevator. The tenants are attorneys, real-estate dealers, and manufacturers' agents. Erected in 1873.

7. The Rawson Building

Fronts only 20 feet on Randolph and 100 feet on Dearborn Street, at the southwest corner. Its 7 stories are 65 feet high. There are 3 stores, 12 suites of offices, and 1 passenger elevator. It is a stone front of the old style, although erected as late as 1887, and is occupied by doctors, dentists, real-estate dealers, and insurance agents.

8. The Unity Building,

At 75-81 Dearborn Street, is described in our chapter on "Notable High Buildings." Having a frontage of 80 feet, and a depth of 150 feet, it rises to a height of 210 feet, with 16 stories and basement. Its corridors are paved with tile and ceiled with white marble, and its structure was conceived wholly with regard to economy and security from fire. Six elevators carry 6,000 people daily, and are usually crowded uncomfortably. There are over 800 occupants,

covering all manner of professions and vocations. Cleveland's Western headquarters were here in 1892. Erected in 1892, at a cost of \$600,000.

9. The Portland Block

Fronts 75 feet on Dearborn and 100 feet on Washington Street, at the southeast corner. It is an old-style brick building with somewhat eccentric architectural treatment of materials. There are 6 stories and basement, 65 offices, and 2 passenger elevators. The occupants are bankers, attorneys, agents, and architects. The Portland was rebuilt in 1873, and remodeled in 1885. Its height is 80 feet.

10. The Venetian Building,

At 34-36 Washington Street, is a steel sky-scraper of the latest period, with wind-braces, and provision against elastic action. It is 50 feet wide, 110 feet deep, and 181 feet high, having 12 stories and basement, 290 offices, and 3 passenger elevators. The exterior is covered with Roman brick and terra cotta. The Venetian was one of the group of skeleton steel constructions that sprang up on account of the World's Fair, and was built for the use of physicians and dentists. The building was erected in 1892, and cost \$425,000.

At the Mouth of the Chicago River.

Before us, on the opposite page, is presented the interesting commercial scene which is offered in the main channel of the Chicago River and its immediate lateral regions. On the left is the South Side of Chicago; on the right the North Side. On the left stretches South Water Street, the market-place of the city, to which fruit-laden vessels may gain almost perfect access. On the right is Kinzie Street, leading to the Kinzie Street Station, with many railway-tracks uniting the North-Western Railway system, by means of the first bridge (in the foreground), with the Illinois Central tracks on the lake shore; serving also the Big Four, the Michigan Central, and a line at Sixteenth Street connecting the Union Passenger Station on the West Side. As the latter station has tracks reaching the Kinzie Street Station, it may be seen that an inner railway belt exists in Chicago.

The Bridges.

The first bridge is a private railway crossing at a low level, and is held open when not in use. All these bridges are pivotal, and turn on the piers which stand under them in the river. Some are moved by hand and some by steam. Common towing tugs can pass beneath, all save the railway bridge, without turning the structures. The rapid and seemingly easy movement of these bridges is one of the sights of the city, but their frequent opening in summer is no trifling annoyance to the landmen. The second bridge is at Rush Street, serving both Michigan Boulevard and River Street on the South Side, River Street being the diagonal way that skirts the left bank of the river at its bend. The third bridge is at State Street. The fourth is at Dearborn, serving Dearborn Avenue on the North Side and Dearborn Street on the South Side. The fifth is at Clark Street. The famous Goodrich docks are on the left between the first two bridges.

Commerce.

Tugs towing schooners are shown, and a small propeller lies near the grain elevator in the left foreground. Through this narrow and obstructed channel, on its journey to twenty-five miles of similar dockage, goes the entire naval commerce of Chicago and the Southwest. Into this doorway have entered riches of almost fabulous amount, and out of this harbor has sailed a goodly portion of the crops and manufactures of the West.

1. The United States Life-saving Station

Is at the mouth of the river, on the left. It was established in 1874, and the crew, consisting of 7 men and a keeper, are housed in a structure of wood and iron 45 x 25 feet, 2 stories high. The equipment consists of 2 surf-boats, 1 life-boat, 1 whitehall-boat for quick and ready work, complete life-car, beach gear and gun, life and shot lines for landing people from wrecks that can not be reached with boats.

2. The Chicago River Light-house

Is on the north at the mouth. This is the oldest light on the lake shore, and was built and established in 1859. The skeleton tower is but 83 feet high, of iron construction. The light is lit at sunset and burns till sunrise the year round. The lenses illuminate an arc of 235 degrees, and may be seen for 16 miles into the lake. There are range-lights, and in fogs a bell is struck by automatic machinery. Three keepers and 2 laborers reside in a frame house near by.

3. The Central Elevators

Stand on slips at the left near the mouth. The fee of this entire property and much more was taken from the Illinois Central Railroad Company by the United States Supreme Court decision of 1892. The elevator known as "A" has a capacity of 1,000,000 bushels of grain, and was re-erected in 1872. It is 200 feet long, 100 feet wide, and 150 feet high. "B" is 300 feet long, 100

VIEWS OF CHICAGO

feet wide, and 150 feet high, and will hold 1,500,000 bushels, with a crib annex for 400,000 bushels. This was one of three buildings left unhurt by the Great Fire, the other two being the Lind Block at Randolph and Market, and the Nixon Building at the northeast corner of La Salle and Monroe. Both elevators are built with iron and brick exteriors, and can fill either cars or vessels.

4. James S. Kirk & Co.'s Building,

Northeast of Rush Street bridge, on the north side of the river. The general opinion of a soap factory once was, that it was an unclean place, but the perfuming and the packing of soaps have been carried to fine arts, and this great establishment will be found to offer a model of cleanliness. It is 520 feet long, 175 feet deep, and 80 feet high in 5 stories, with brick exterior. There are 475 employes.

5. The Central Warehouse,

On Rush Street, just beyond the second bridge, on the North Side, occupies a site with a history. Here was the slip of the rope-ferry, the oldest landing-place on the river. At the time of the Great Fire the Sturgess & McAlister wool warehouse stood here. In 1872 there was erected on this site, a warehouse for the exclusive use of dealers in tea and coffee. It was destroyed by fire in the spring of 1889, involving a loss of over \$1,250,000, and was at once rebuilt, on plans approved by the board of underwriters. Dimensions: 100 feet on Rush Street, 125 feet deep, 95 feet high in 7 stories and basement, brick and iron exterior, and mill construction.

6. The Galena Elevator

Is just southwest of the Central Warehouse, between Rush and State streets, north-side river-bank. It was erected on the site of the old Galena Elevator in 1872. It holds 700,000 bushels, and ships by boat or rail. It is 76 feet wide, 300 feet long, and 130 feet high, with brick and iron exterior.

7. The Hoyt Building

Stands on an irregular lot at the juncture of River Street and Michigan Avenue. The frontages are 100 feet on River Street, 40 facing the bridge, and nearly 100 on Michigan Avenue. There are 5 stories, with 75 feet of height, and 1 freight elevator. This building, erected in 1872, occupies the site of Fort Dearborn, and bears a tablet whose inscription is copied at the beginning of our North Side Drive. Wholesale grocer.

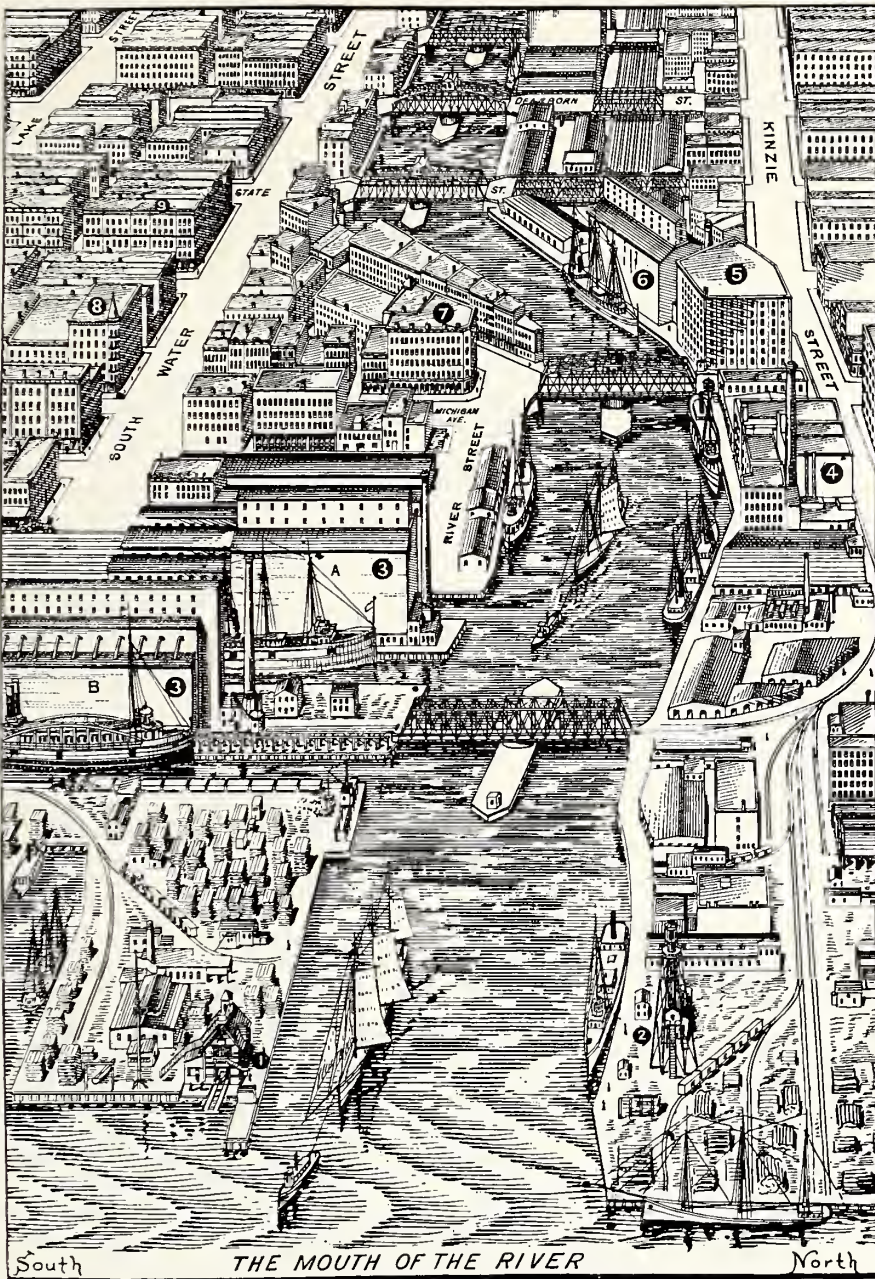
8. The Loyal Hotel Building,

Southwest corner of Michigan Avenue and South Water Street, was erected in 1873. This is a 6-story building with 50 feet on the avenue and 120 on South Water Street, 85 feet high, brick walls. The hotel has 360 rooms and a restaurant.

9. The Standard Oil Building

Is at the southwest corner of Wabash Avenue and South Water Street, with frontages of 140 feet on Wabash Avenue and 40 feet on South Water Street, 65 feet high in 5 stories and basement, and brick and iron exterior. Here there are 1 passenger elevator and 2 freight elevators. The vast monopoly has its offices here, and shares its building with manufacturers' agents and wholesale jobbers. The building, which was erected soon after the Great Fire of 1871, was remodeled in 1889.

VIEWS OF CHICAGO



AT THE MOUTH OF THE CHICAGO RIVER

VIEWS OF CHICAGO

"Wolf Point" in 1893.

The familiar and celebrated picture called "Chicago in 1830" deals with the forks of the Chicago River that are seen in the picture on the opposite page. The general region was then called "Wolf Point." As early as 1778 Guarie lived on the West Side, and gave his name to the North Branch, which was called "Guarie's." The South Branch was known as "the Portage." In the days of the pioneers there were small taverns on all three peninsulas. Besides the historical significance of this scene, the reader should note the presence of the Wells Street Station in the right foreground, and ascertain its position relative to points on the South Side, at the left. See, "Arrival in Chicago." The North, South, and West sides are here delineated, and no literal description could bring them so fully before the reader's mind. Wells Street on the North Side becomes Fifth Avenue on the South Side. South Water Street, the grocers' market of the city, is seen skirting the river at the left. On the point where South Water unites with Lake Street, at Market, stood the Wigwam, in which Lincoln was nominated in 1860.

1. The North-Western Building

Fronts 180 feet on Fifth Avenue and 80 feet on Lake Street, at the northwest corner. It is 95 feet high, or 5 stories and basement, with 2 passenger elevators. The general offices of the Chicago & North-Western Railway are in this structure, and much has been done to conform the interior to the requirements of the day. The exterior is of brick and granite. Erected in 1883.

2. The Wells Street Station,

At the southwest corner of Wells and Kinzie streets, is the terminal of the Chicago & North-Western Railway system, and it is the only one of the six great depots that accommodates the trains of a single company exclusively. Suburban residents at Austin, Oak Park, Maywood, etc., arrive here in large numbers daily. It is only in recent years that the West Side depots of the North-Western have been abandoned and all North-Western trains brought to Wells Street. The handsome station (see "Arrival in Chicago") fronts 188 feet on Wells and 280 feet on Kinzie Street, with a general height of 80 feet; the central tower on Wells Street rises to 188 feet, and holds a large clock. The building has 5 floors, one of which is on the level of the railway-tracks. The exterior is of red brick and Ohio sandstone, and the 5-story structure stands in front of a train-shed which covers 12 tracks, accommodating 90 pas-

senger coaches and 12 locomotives. About 200 passenger trains arrive and depart each day, carrying about 32,000 people. The station was erected in 1881-82.

3. The Hotel Le Grand

Fronts 80 feet on Kinzie and 40 feet on Wells Street, at the northwest corner. It is 75 feet high, divided in 5 stories. The exterior is brick and cut-stone, with modern light ornamentation. There are 125 rooms for rent without board, and a restaurant is run in the building. Erected in 1889.

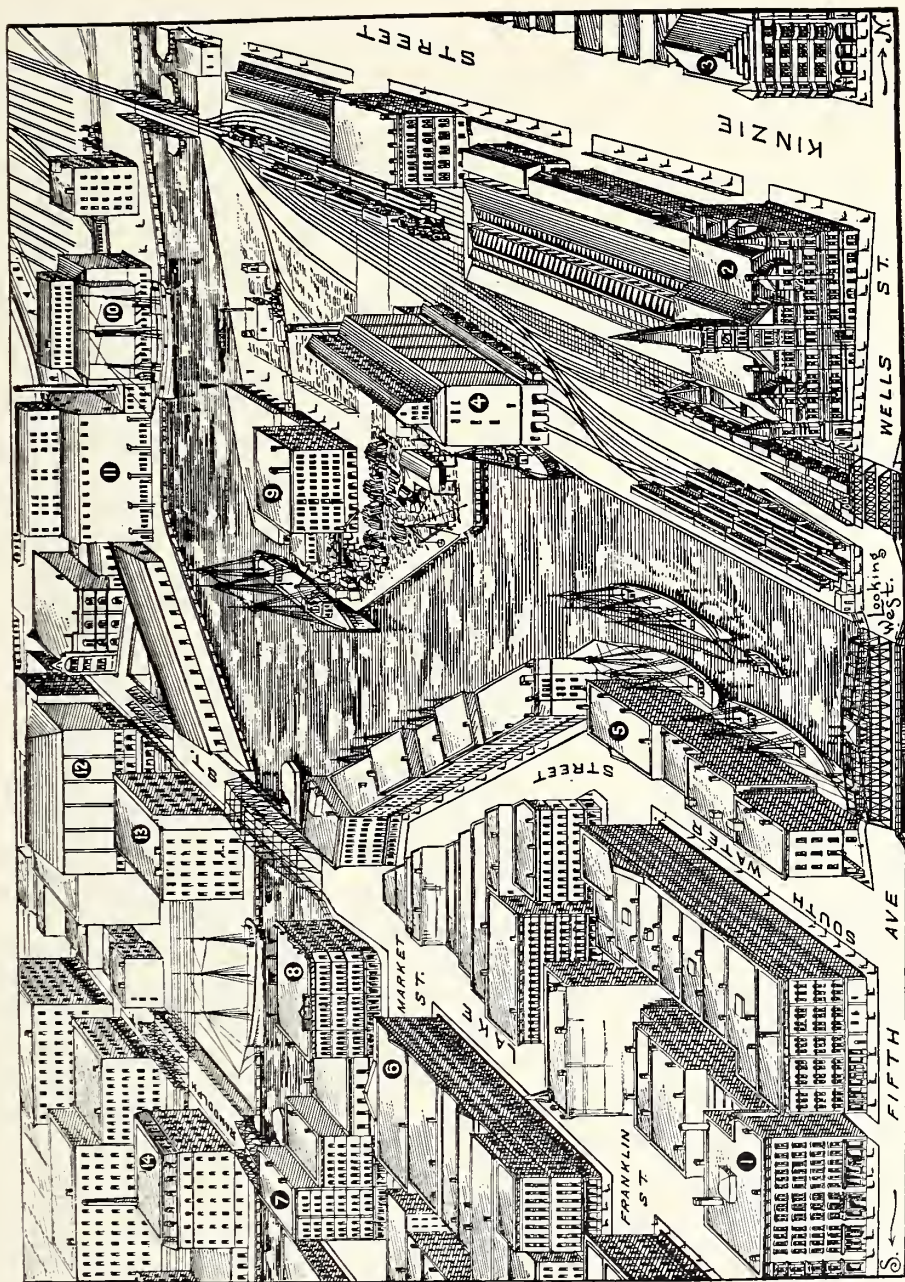
4. The Air Line Elevator,

West of the Kinzie Street Station, holds 700,000 bushels of grain. It is 260 feet long, 90 feet wide, and 130 feet high, and was erected in 1872 on the site of the Munger & Armour Elevator, which burned soon after the Great Fire. The exterior is of brick, slate, and iron.

5. The Lumbermen's Exchange Building

Fronts 80 feet on South Water and 30 feet on Franklin Street, at the northeast corner. It is an old-style brick, 50 feet high 3 stories and basement. This part of the river was for years the lumber market, and here lake craft tied up, awaiting a sale, hence, the Lumbermen's Exchange. Erected in 1873.

VIEWS OF CHICAGO



“WOLF POINT” IN 1893

VIEWS OF CHICAGO

6. The Garrett Building

Fronts 140 feet on Lake and 200 on Market Street, at the southeast corner. It is an old-style brick, 65 feet high, with 4 stories, and is occupied by iron and steel dealers, flour merchants, and other heavy firms. It was erected in 1871.

7. The Lind Block,

Celebrated for its escape from the Great Fire of 1871, fronts 82 feet on Randolph and 94 feet on Market Street, at the northwest corner. It is 90 feet high, with 7 stories and basement, and is a building of the style of the sixties. Its history has been uncommonly variable, and it has been by turns the center of active trade, and then the secure retreat of manufacturers, machinists, and patent-makers. The *Arbeiter Zeitung* is published here, and it was this paper which printed the word "Ruhe" in its columns as a signal for the Haymarket bomb-throwing.

8. The Ullman Building

Fronts 80 feet on Lake and 120 feet on Market, at the southwest corner, and stands well in view at the foot of the Lake Street bridge. It is an old-style 4-story brick building, 70 feet high, occupied by manufacturers, labor agents, ship-chandlers, and manufacturers' agents. It was erected in 1875.

9. Davidson & Sons' Building

Is on the North Side, at the foot of North Market Street. It fronts 150 feet on the latter street, and is 80 feet deep, with a warehouse of the same dimensions one story in height. The main building is a 5-story brick, 75 feet high, the first three floors and warehouse being occupied by Davidson & Sons, manufacturers and im-

porters of marble, granite, etc. On the fourth floor are the offices of the Peabody Coal Company, the fifth being occupied by Smith & Webster, plumbers' supplies. Erected in 1872.

10. The Fulton Elevator,

Across the North Branch, on Canal Street, is 78 feet wide, 150 feet deep, and 100 feet high. It holds 400,000 bushels of grain, and ships by rail and water. The exterior is of brick, slate, and iron. It was erected in 1873.

11. The St. Paul Elevator,

Next south on Canal Street, is 100 feet wide, 200 feet deep, and 135 feet high, with a capacity of 1,000,000 bushels. Its exterior is of brick and iron. These elevators are as high as 10-story buildings. Erected in 1879.

12-13. Produce Cold Storage Exchange

Occupies two buildings at 1-13 West Lake Street. The new building, No. 12, is 85 feet wide, 200 feet deep, and 95 feet high. The walls are of pressed brick and steel. This building marked an improvement in modern methods of refrigeration, and vastly reduced the cost of keeping meats, fruits, and vegetables. Erected in 1890. To the front of this stands the old building, No. 13, 70 feet square and 6 stories high.

14. The Star and Crescent Mills,

Established 1868, at the west end of Randolph Street bridge, on the south side of the street, are 90 feet wide, 122 feet deep, and 72 feet high, with 6 stories. This property is a landmark on the street, and for many years has been the scene of unending industry, night and day. Wheat, oats, corn, and buckwheat are ground. Cost, \$300,000.

Period IV: From 1901 to 1920

During the preceding period, 1881-1900, the first skyscraper was erected, wood piles began to replace spread footings, and the first building was built on concrete caissons. Bessemer steel was replacing cast iron and wrought iron.

Financial and labor difficulties slowed up construction after the World's Columbian Exposition of 1893.

With the opening of the new century the developments of the last period became more generally adopted. Open-hearth steel superseded Bessemer steel, sub-basements came into use, more tall buildings were built, and the utilization of land in the central business district became more intense.

In connection with the construction of the first sub-basement, a number of extracts from notes prepared in 1932 by Edward A. Renwick (EAR), of the firm of Holabird & Roche, tell the story of their difficulties in venturing below the stiff crust about 15 feet below sidewalk grade. The extracts are given in the appendix, pages 300 and 301.

The Chicago business district is bounded on the west by the North and South branches of the Chicago river. The main river divides the district into approximately equal halves. The bridge crossings are vital to commercial and industrial growth. During this period the greatest development in bridge building took place.

Earlier, nearly all the bridges had been swing bridges with center piers.

During the early part of this period bridges of the rolling lift type replaced many of the swing bridges. This trend was followed by the modern trunnion bascule bridge, which had its early development in Chicago. Here it has been brought to its highest perfection, and has been used in many parts of the world.

The Michigan Avenue bridge, completed in 1920, was the most unusual one built up to that time. The upper level provides six lanes of traffic; the lower level, four lanes. A later notable structure is the Outer Drive bridge. The distance center to center of trunnions is 264 feet, and the width is 108 feet. The latest bridge at State street, dedicated on May 28, 1949, is also 108 feet wide.

A paper by Donald N. Becker in the Transactions of the American Society of Civil Engineers, Vol. 109, p. 995 (1944), on the Development of the Chicago Type Bascule Bridge, contains a history of Chicago bridge building from the earliest days.

Shepley, Rutan & Coolidge were the architects. Steel cylinders were used in the lower parts of the caissons (EN, December 22, 1904).

415-23 S. FRANKLIN STREET building, built in 1903, formerly known as the Kent building and the Kuppenheimer building, is 10 stories and one basement high, on wood piles. Pond & Pond were the architects, and E. C. & R. M. Shankland the engineers. Photographs are in DSS.

CARPENTER building, at 430-40 N. Wells street, formerly known as the Liquid Carbonic building, built in 1903, is eight stories and one basement high, of mill construction, on pile foundations. Holabird & Roche were the architects. The cost of the Liquid Carbonic building, including architects' fees, was 11.36 cents per cubic foot (EAR). A photograph of the former George B. Carpenter & Co. building at the northeast corner of N. Wells and W. South Water streets is in CRT, p. 85.

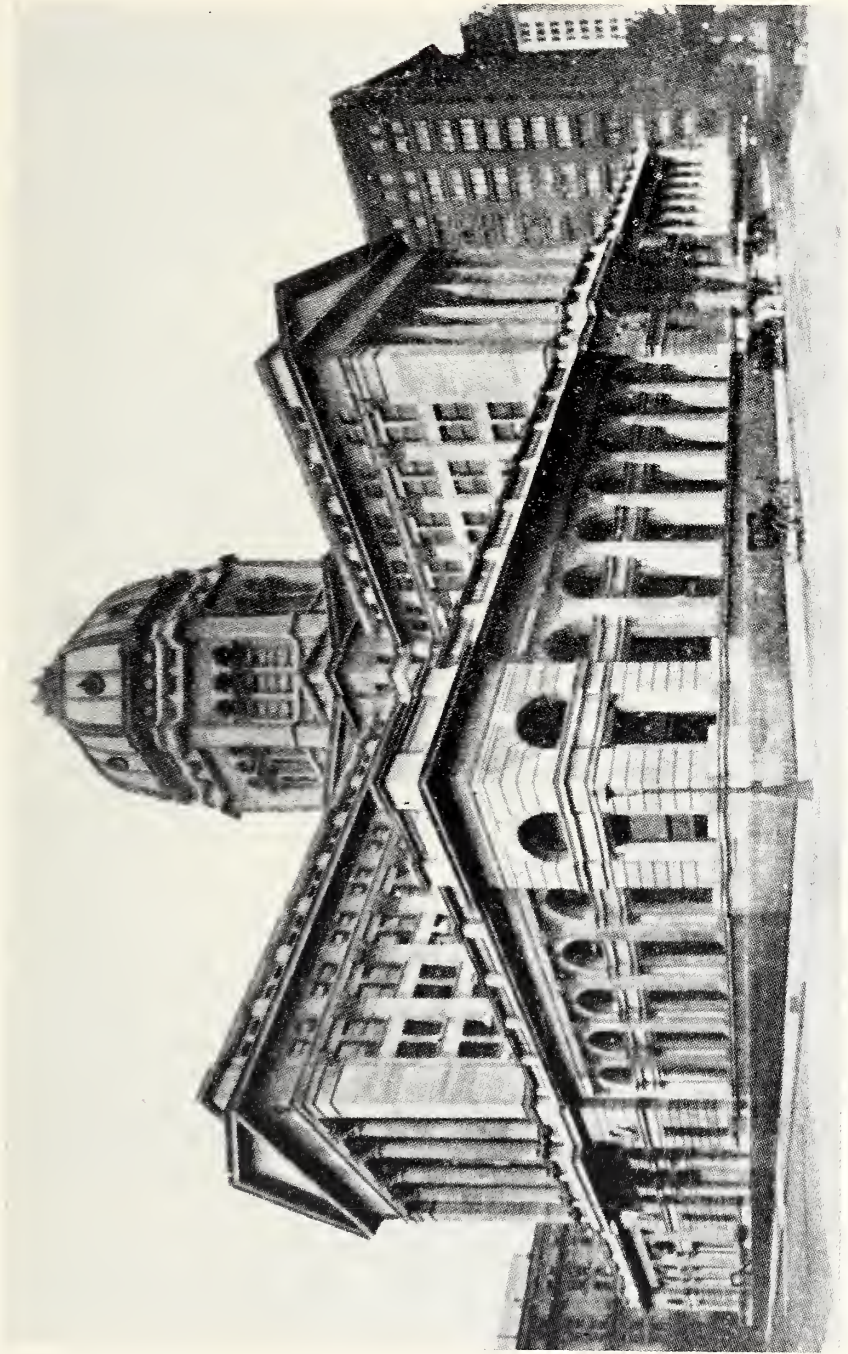
VOGUE building, at 412 S. Wells street, built in 1903, is 10 stories and one basement high, on spread foundations. Sidney H. Morris was the architect.

STONER'S RESTAURANT building, at 24-28 N. Dearborn street, formerly the Press Club building and the University Club building, built *ca.* 1903, is eight stories and one basement high, on spread foundations. Photographs are in CIM, p. 576, and in DSS. This property has been acquired by the Chicago Title & Trust Co., who now own the entire north half of the block except the Methodist Temple building. The site was previously occupied by the Hansen building.

WILSON BROTHERS building, at 528-36 S. Wells street, built in 1903, is 10 stories and one basement high, on pile foundations. W. W. Clay was the architect. Photographs are in DSS.

HIBBARD, SPENCER, BARTLETT & CO. building, 1903-1924, was at the northeast corner of N. State and E. South Water (now E. Wacker drive) streets. Charles S. Frost was the architect. The building was 10 stories high, with two basements, on pile foundations, and was removed to make way for the Wacker Drive improvement. A photograph is in HE, and in CIM, p. 348.

CHAMPLAIN building, formerly known as the Powers building, at 37 S. Wabash avenue, on the northeast corner of E. Monroe street, was built in 1903, 13 stories high with one basement, and is carried on piles except for the north wall, which is on caissons. Holabird & Roche were the architects. The cost of the Powers building, including architects' fees, was 17.118 cents per cubic foot (EAR). A photograph is in CIM, p. 326; in BB for February, 1904, p. 42; and in OBD for 1929, p. 71.



Courtesy of Chicago Historical Society

FIG. 26. PRESENT FEDERAL BUILDING, 1904

COLONIAL THEATER, 1903-1925, formerly known as the Iroquois Theater, was at 24-28 W. Randolph street, on the site of the present 32 W. Randolph Street building. It was four stories high, with one basement, on spread foundations. Benjamin H. Marshall was the architect. A photograph is in CIM, p. 435, and in CYT, p. 92.

LA SALLE STREET STATION, at the southwest corner of S. LaSalle and W. Van Buren streets, was completed in 1903, the third station on this site. The building has 12 stories with wood pile foundations, which are described in EN for August 6, 1903. Frost & Granger were the architects and E. C. & R. M. Shankland the engineers. A description and details of the building are in ER for September 12, 1903. An illustration is in HCCB, p. 12B. A photograph is RMNP; in CCP, p. 116; in CHC, p. 104; and in CIM, p. 439, as is also (at p. 440) and in TYF a photograph of the Lake Shore and Michigan Southern Depot and the Chicago, Rock Island and Pacific Railway Depot, 1866-1871 fire, formerly on this site. A description and a fine illustration of this depot are in CIJ. A brief description and an illustration of the second station on this site are in RMNV, pp. 72 and 73, and in LO for November, 1872, pp. 184, 185, 192, and 193. W. W. Boyington was the architect for this station and the one that preceded the fire of October 9, 1871. The frontage of the station built after the fire was 182 feet on W. Van Buren street, with a depth of 601 feet. The central tower was 108 feet high; the two side towers, 96 feet. A history of the stations occupied by the LaSalle Street Station group of railroads is in WSE for 1937, p. 124.

BROCK & RANKIN building, at 615-27 S. LaSalle street, built in 1903, is seven stories and one basement high, of fireproof construction. The frontage is 140 feet and the depth 105 feet. Holabird & Roche were the architects. The cost was \$255,000.

RAILWAY EXCHANGE building, at 80 E. Jackson street, on the northwest corner of S. Michigan avenue, was built in 1904. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 17 stories high, with one basement, on hardpan caissons (EN, December 22, 1904). A photograph is in AWG, and in BB for July, 1907, p. 130. A photograph and floor plans are in AR for July, 1915. A photograph and a description are in OBD for 1916, p. 207. The north 55 feet of this site was occupied previously by the Palmer House Stables, at 216-22 S. Michigan avenue, and the corner by Kadish's Natatorium, an illustration of the interior of which is in CIM, p. 153.

WINTON building, at the northeast corner of S. Michigan avenue and E. 13th street, was built in 1904 as a three-story and one-basement reinforced concrete building designed for seven stories, using the Monier system. James

Gamble Rogers was the architect; E. Lee Heidenreich was the engineer. The exterior walls are wall-bearing, the interior supports being reinforced concrete columns on spread foundations. A description of the construction and illustrations of the structural details are in ER for June 4, 1904.

MARQUETTE PAPER CO. building, 1904-1947, at 517-25 S. Wells street, formerly the Paper Mills Co. building, was nine stories and one basement high, on pile foundations. George L. Harvey was the architect. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago, for the Congress street superhighway.

500-10 S. SHERMAN STREET building, 1904-1947, formerly known as the Patten building, was eight stories and one basement high, on spread foundations. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago.

500-02 S. WELLS STREET building, 1904-1947, at the southwest corner of W. Congress street, formerly known as National Woolens building, was eight stories and one basement high, on spread foundations. A. J. F. Bennett was the architect. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago.

325 W. JACKSON STREET building, built in 1904 and 1911, formerly known as the McNeil building, is 10 stories and one basement high. Holabird & Roche were the architects. Piles were used except under the south and east walls, which are supported on caissons. The cost of the original McNeil building, including architects' fees, was 16.827 cents per cubic foot; and of the 1911 addition, 18.637 cents.

COMMERCE building, 1904-1947, at 500-08 S. Franklin street, on the southwest corner of W. Congress street, was eight stories and one basement high, on spread foundations. F. W. Southard was the architect. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago.

POPE building, at 633-41 S. Plymouth court, built in 1904, is 12 stories and one basement high. H. G. Hodgkins was the architect.

CHICAGO & NORTHWESTERN RAILWAY OFFICE building, at 226 W. Jackson street, on the northeast corner of S. Franklin street, built in 1904, is 14 stories and one basement high, on rock caissons. Frost & Granger were the architects and E. C. & R. M. Shankland the engineers. A description is in BB for September, 1904, p. 192.

63 E. ADAMS STREET building, originally known as the Chapin & Gore building, built in 1904, is eight stories and one basement high, on 50-foot wood piles. The three lower floors are of heavy timber construction designed for a floor load of 250 pounds per square foot. The upper floors are designed for 100 pounds per square foot. Richard E. Schmidt was the architect. A photograph is in BB for September, 1908, p. 218. The cost of the Chapin & Gore building was 16.36 cents per cubic foot.

1006-12 S. MICHIGAN AVENUE building, built in 1904, is eight stories and one basement high. Edmund R. Krause was the architect.

731-41 S. WELLS STREET building, at the northeast corner of W. Polk street, built in 1904, is seven stories and one basement high. Jarvis Hunt was the architect.

HAMILTON building, at the southeast corner of S. Clark and W. Van Buren streets, originally the Weber Department Store, built in 1904, 100 feet by 100 feet, is five stories and one basement high. Holabird & Roche were the architects. The Pacific Block formerly occupied the north half of this site.

MANIERRE WAREHOUSE, at 219-23 E. Illinois street, built in 1904, is six stories and one basement high, of mill construction.

NORTHERN TRUST CO. building, at the northwest corner of S. LaSalle and W. Monroe streets, was built in 1905, four stories high, with two basements, on rock caissons. Frost & Granger were the architects. A photograph of the original building is in CAA, and in CIM, p. 397. An illustration is in CHC, p. 13. The structure was not designed for additional stories, but in 1928 two stories and a large two-story penthouse were added. Frost & Henderson were the architects and Max Rosner the engineer. A photograph of the building is in CIM. A description of the method of adding the upper floors is in ENR for March 27, 1930. The preceding building on this site was Bryan Block 2, 1872-1904, a four-story and one-basement building (F. & E. Baumann, architects), described and illustrated in RMNV, pp. 38 and 39, and in LO for April, 1872, pp. 52 and 55. A photograph of the Bryan Block is in OBD for 1901, p. 40. Bryan Block 1 was completed a few months before the fire of October 9, 1871. The Northern Trust Co., founded August 12, 1889, first occupied space on the second floor of the Rookery building.

MAJESTIC building, at 16-22 W. Monroe street, built in 1905, is 20 stories and one basement high, on caissons. Edmund R. Krause was the architect. A photograph is in OBD for 1929, p. 182. The Bennett House, at 16 W. Monroe street, was on the east third of this site.

PATTEN building, at 157-63 W. Harrison street, built in 1905, is 12 stories and one basement high, on 50-foot wood piles and rock caissons. C. A. Eckstorm was the architect. A description is in BB for September, 1904, p. 192.

CHICAGO building, formerly the Chicago Savings Bank building, at 7 W. Madison street, on the southwest corner of S. State street, was built in 1905. Holabird & Roche were the architects. The building is 15 stories high with two basements, on rock caissons. The cost of the Chicago Savings Bank building, including architects' fees, was 47.71 cents per cubic foot (EAR). A photograph is in AR for April, 1912, and in OBD for 1916, p. 44. Photographs are also in DSS. An illustration is in CHC, p. 37. A description is in BB for September, 1904, p. 191. The Otis building was on the north half of this site.

ORCHESTRA HALL building, at 220 S. Michigan avenue, was built in 1905. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 10 stories high with one basement, on pile foundations. Floor plans, construction photographs and steel foundation details are shown in EN for November 3, 1904. Photographs of the building are in CAA; AWG; BB for March, 1906; CIM, pp. 303 and 545; and AR for July, 1915. A description is in BB for September, 1904, p. 192. The south 65 feet of this site was occupied previously by the Palmer House Stables, at 216-26 S. Michigan avenue.

HEYWORTH building, at 29 E. Madison street, was built in 1905. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 18 stories high, with two basements, on caisson foundations. Photographs are in AWG, and in AR for July, 1915. A description is in BB for September, 1904, p. 191. A description and an illustration are in OBD for 1929, p. 145.

PUGH WAREHOUSES, at 365-589 E. Illinois street, are six stories and one basement high, on spread foundations. C. A. Eckstorm was the architect. They are illustrated in HE. The first unit was built in 1905 and the last unit in 1920. The original frontage on E. Illinois street was 1663.5 feet. N. Lake Shore drive now divides the building into two parts, the frontage east of the drive now being 587 feet.

UNION TERMINALS building, at 367 W. Adams street and 372 W. Quincy street, originally known as the Ryerson Warehouse and now known as the Palmer building, was built in 1905. It is 10 stories and two basements high, on pile foundations except for caissons under the east wall. Holabird & Roche were the architects. A photograph is in BB for August, 1906, and a description is in BB for September, 1904, p. 191.

KRESGE building, at 10-14 S. State street, originally known as the Mercantile building, was completed in 1905, six stories and two basements high, on caissons. Holabird & Roche were the architects. Photographs are in DSS. The cost of the Mercantile building, including architects' fees, was 26.32 cents per cubic foot (EAR). The frontage on S. State street is 72 feet and the depth is 120 feet.

REPUBLIC building, originally known as the Strong building, at 209 S. State street, on the southeast corner of E. Adams street, was built 12 stories high in 1905. Seven stories were added in 1909. Holabird & Roche were the architects. The building is 19 stories high, with two basements, on rock caissons. The cost of the original 12-story Republic building, including architects' fees, was 32.04 cents per cubic foot, and the cost of the seven-story addition was 48.60 cents per cubic foot (EAR). A photograph is in CAA; in BB for June, 1906; and in AR for April, 1912. Photographs are also in DSS. A description is in BB for September, 1904, p. 191. The W. W. KIMBALL building, built in 1873, four stories and one basement high, was formerly on this corner, with a frontage of about 80 feet on each street. It is illustrated in TYF; in LO for September, 1873, p. 156; and by photograph in CYT, p. 65, and in CIM, p. 186. About 1890 the Owen Electric Belt building, four stories high, was built on this corner; a photograph is in CRT, opposite p. 147.

HENNEBERRY building, at 1139-43 S. Wabash avenue, built *ca.* 1905, is eight stories and one basement high. Howard Van Doren Shaw was the architect. A photograph is in BB for October, 1906, p. 215.

BOSTON STORE, at N. State, W. Madison and N. Dearborn streets, was built from 1905 to 1917. Holabird & Roche were the architects. The building is 17 stories high, with three basements, on rock caissons. A photograph is in AR for April, 1912; in CIM, p. 555; and in DSS. An illustration is in HCCB, p. 200B. Preceding the Boston Store, the five-story Manierre building, 1876-1905 (q.v.), fronted 162.86 feet on N. Dearborn street and 80 feet on W. Madison street; the Hershey Music Hall, four stories high, at 20-24 W. Madison street, later known as Madison Hall and the Sam T. Jack's Theater, fronted 80 feet on W. Madison street; the Crystal Block, five stories high, and later seven stories high, at 12-16 W. Madison street, had a frontage of 50 feet; and the Champlain building occupied the northwest corner of N. State and W. Madison streets, the former site of the Dore Block. A photograph of this block of buildings is in CIM, pp. 340, 407, and 599. A photograph of the pre-fire Speed building is in CIM, p. 248; a view is in CIJ, with an illustration of Tremont House 3 and of N. Dearborn street north of W. Madison street. Otis L. Wheelock was the architect of the Speed building. On July 31, 1948, a liquidation sale of the merchandise of the Boston Store was completed. A special news bulletin of RB (September 27, 1948) announced the change in name of the building to State-Madison building and its conversion to a multiple occupancy commercial use. The top five floors are occupied by the Veterans Administration.

220-24 N. STATE STREET building was built *ca.* 1905 as a six-story and one-basement building. In 1940 four stories were removed by Mundie, Jensen, Bourke & Havens, architects, and for a short time the building was known as the Rhumba Casino. Photographs of both buildings are in DSS.

CHICAGO GARMENT CENTER building, now known as the Hirsch-Wickwire building, at the northeast corner of S. Franklin and W. Van Buren streets, built in 1905, is 10 stories and one basement high, on pile foundations. Jenney, Mundie & Jensen were the architects.

LAKE VIEW building, at 116 S. Michigan avenue, originally known as the Municipal Court building, was built in 1906, 12 stories high, to which five stories were added later, with one basement, on caissons. Jenney, Mundie and Jensen were the architects. A photograph is in CIM, p. 545, and in BB for September, 1907, p. 170. An illustration of the completed building is in OBD for 1929, p. 166.

BORLAND building was at 105 S. LaSalle street, on the southeast corner of W. Monroe street, on the site of the former Hampshire building, 1872-1905, six stories high, a photograph of which is in CIM, p. 572. The Borland was built in 1906; an addition to the south at 111-17 S. LaSalle street (frontage 78 feet) was made in 1914 on the site of the former Calumet building. The building is 18 stories high, with two basements, on rock caissons. Shepley, Rutan & Coolidge were the architects of the original building, and Charles S. Frost was the architect of the addition. A photograph is in BB for June, 1909, p. 130. A photograph of the completed building and of its predecessor on this site is in CIM, p. 572. An illustration and a description of the building are in OBD for 1929, p. 46.

MENTOR building 2, at 39 S. State street, on the northeast corner of E. Monroe street, built in 1906, is 17 stories high, with two basements, on rock caissons. Howard Van Doren Shaw was the architect. A photograph is in BB for January, 1908, p. 19; in OBD for 1916, p. 155; in CIM, p. 334; and in DSS. An illustration is in HCCB, p. 58B. This building succeeded the MENTOR building 1, 1873-1905, a seven-story building 26 feet wide on the same corner. A description and an illustration of the latter are in RMNV, pp. 47 and 48.

BREVOORT HOTEL 2, at 120 W. Madison street, with a frontage of 50 feet, built in 1906, is 13 and 15 stories high, with one basement, on spread foundations. H. R. Wilson and Benjamin H. Marshall were the architects. A photograph is in CIM. BREVOORT HOTEL 1, built in 1872, was four stories and one basement high. It is illustrated in LO for April, 1874, p. 53, and a photograph is in CIM, p. 401.

RED CROSS building, at 529-31 S. Wabash avenue, formerly the Hoops building, built *ca.* 1905, is eight stories and one basement high. Jenney, Mundie & Jensen were the architects.

162 N. FRANKLIN STREET building, built in 1906, is six stories and one basement high, on spread foundations. Hill & Woltersdorf were the architects.

310-14 W. WASHINGTON STREET building, built *ca.* 1906, is six stories and one basement high, on spread foundations. A photograph is in CIM, p. 589.

HENROTIN HOSPITAL 1, 1906- , at the southeast corner of N. LaSalle and W. Oak streets, was six stories and one basement high, of reinforced concrete construction, on spread foundations. Richard E. Schmidt was the architect. HENROTIN HOSPITAL 2, at the southeast corner of N. LaSalle and W. Oak streets, completed in 1935, is of reinforced concrete construction, on piles. The architects were Holabird & Root, and the engineer was Verne O. McClurg.

PLAMONDON building, at the northwest corner of S. Clinton and W. Monroe streets, built in 1906, seven stories and one basement high on spread footings, is distinguished as being one of the earliest reinforced concrete buildings, and is an addition to the mill-construction building to the north, built *ca.* 1901. The north and west walls are party walls; otherwise the building is of skeleton construction. Steel sections were used in the lower column stories to reduce their size. The floors are of beam and slab construction, carrying 250 pounds per square foot. *Fc* is 700 pounds per square inch and *fs* is 16,000 pounds per square inch. Leon E. Stanhope was the architect and engineer.

FAIRBANKS, MORSE & CO. building, at the southwest corner of S. Wabash avenue and E. 9th street, built *ca.* 1906, is seven stories and one basement high, on pile foundations. Holabird & Roche were the architects.

MAURICE L. ROTHSCHILD STORE building, at 300-06 S. State street, on the southwest corner of W. Jackson street, was built in 1906 and 1910, eight stories and two basements high, on rock caissons. Holabird & Roche were the architects. In 1928 four stories were added, together with an adjacent addition at 308 S. State street. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers. A photograph during construction is in ISA for 1931-32, p. 80. This addition is 12 stories and one basement high and is also on caissons. Photographs of the present building are in DSS.

79 W. MONROE STREET building, at the southeast corner of S. Clark street, fronting approximately 90 feet on the former and 189 feet on the latter street, was formerly known as the Chicago Trust building and originally as the Rector building. It was built in 1906, 13 stories and one basement high, on 50-foot wood piles and hardpan caissons. Jarvis Hunt was the architect. A description is in BB for September, 1904, p. 192; a photograph is in BB for July, 1909, p. 132, and in OBD for 1916, p. 213. In 1924 an addition to the south was made by Holabird & Roche, architects, and Henry J. Burt, engineer. The addition was carried on wood piles except for the south and east walls, which are on hardpan caissons. An illustration of the completed building is in OBD for 1941-42, p. 360. The entire site was occupied previously by Constitution Block, a four-story and one-basement building, built in 1872 by Otto H. Matz, architect. An illustration of the latter building is in LO for March, 1872, p. 40, with a description on p. 38.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 27. CITY HALL AND COURT HOUSE, 1909

CLOCK building of the Illinois Bell Telephone Co., at 211-19 W. Randolph street, built in 1906, is eight stories and one basement high, on spread foundations. Edmund R. Krause was the architect. This site was occupied formerly by the Sibley building, known originally as the Slosson building, built in 1873, with 80-foot frontage and 180-foot depth, four stories and one basement high; it is illustrated in LO for May, 1874.

EDISON building, at 72 W. Adams street, on the northeast corner of N. Clark street, formerly the Commercial National Bank building, was built in 1907. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 18 stories high, with two basements, on rock caissons. Photographs and floor plans are in AWG, and in AR for July, 1915. A photograph is in CAA; in CIM, p. 567; and in BB for August, 1907, p. 150. An illustration is in CHC, p. 126, and in OBD for 1916, p. 71. The Kentucky building and the Quincy building, 1873-1906, five stories high, previously occupied the west 90.5 feet of this site, the former at 125-33 S. Clark street and the latter on the corner.

OHIO building, at 509 S. Wabash avenue, on the southeast corner of E. Congress street, built in 1907, is four and five stories and one basement high, on spread foundations. Holabird & Roche were the architects. The cost of the building, including architects' fees, was 16.766 cents per cubic foot (EAR).

FAIRBANKS-MORSE building, at 606 S. Michigan avenue, on the southwest corner of E. Harrison street, formerly known as the Harvester building, was built in 1907, 15 stories high, with one basement, on pile foundations. C. A. Eckstorm was the architect. A photograph is in CIM, pp. 299 and 549. A description and an illustration are in OBD for 1929, p. 142.

1100 N. LAKE SHORE DRIVE apartment building, originally known as the Marshall Apartments, at the northwest corner of E. Cedar street, was built in 1906. It is eight stories and one basement high. Benjamin H. Marshall was the architect. A photograph and a typical floor plan are in BW, p. 20, and in APB, pp. 10 and 11.

MONTGOMERY WARD & CO. building, at 618 W. Chicago avenue, was completed in 1907. Richard E. Schmidt, Garden & Martin were the architects and engineers. This eight-story and basement building was one of the first large reinforced concrete buildings in Chicago of skeleton construction, if not indeed the first. It is carried on piles, 40 feet to 50 feet in length. A description, with construction photos, is in ER for May 11, 1907. An illustration is in HCCB, p. 197B. A. Montgomery Ward began business on the fourth floor at 823 N. Clark street in 1872 (C, p. 114).

STRATFORD building, at 418-24 S. Wells street, built in 1907, is eight stories and one basement high, on spread foundations. Nimmons & Fellows were the architects. Photographs are in DSS.

501-09 S. FRANKLIN STREET building, 1907-1947, formerly known as the Brooks building and the Oxford building, was 10 stories and one basement high, on wood piles except for caissons under the party wall. Holabird & Roche were the architects. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago.

431-51 N. ST. CLAIR STREET building, at the southeast corner of E. Illinois street and the northeast corner of E. North Water street, was built in 1907 for the James H. Rice Co. and is now occupied by the Pittsburgh Plate Glass Co. It is six stories and one basement high, of mill construction. C. A. Eckstorm was the architect.

340-48 N. DEARBORN STREET building, at the northwest corner of W. Carroll avenue, built in 1907, is six stories and one basement high.

HALL PRINTING CO. building, now known as the Chanock Industrial building, at 440-72 W. Superior street, on the northeast corner of N. Kingsbury street extending east to N. Townsend street, was built in 1908. It has a frontage of 341 feet on W. Superior street and a depth of 128 feet. The building is seven stories and one basement high, is of heavy mill construction, and is supported on wood piles. Paul Gerhardt, Sr., was the architect.

BAUER & BLACK building, at 2500 S. Dearborn street, three stories high with one basement, on spread foundations, was built in 1908, with Holabird & Roche as the architects. It is an early reinforced concrete building, designed by the "Kahn system."

BORN building, at 540-52 S. Wells street, on the northwest corner of W. Harrison street, is of flat-slab reinforced concrete frame, was built in 1908, and is 12 stories high with one basement, supported on wood piles. An illustration is in HCCB, p. 86B. An addition was built in 1927. A. S. Alschuler was the architect. Photographs are in DSS, and a photograph is in ISA for 1922, p. 130.

HUNTER building, at 337 W. Madison street, now known as the Liberty Mutual building, was built in 1908. C. A. Eckstorm was the architect. The building is 12 stories high, with one basement, with a frontage of 65.5 feet on W. Madison street and a depth of 100 feet. A photograph is in HE and in The Tribune of March 23, 1947. An illustration is in OBD for 1916, p. 108.

BLUM building, at 624-30 S. Michigan avenue, originally known as the Musical College building and then as the Barnheisel building and the Grant Park building, was built to the height of eight stories in 1908, with one basement, on pile foundations. C. A. Eckstorm was the architect. An illustration is in OBD for 1916, p. 93. In 1922 seven stories were added by A. S. Alschuler, architect. A photograph is in CIM, p. 296, and in WA for January, 1910. An illustration of the completed building is in OBD for 1941-42, p. 38, and a

photograph is in ISA for 1923, p. 148. The frontage on S. Michigan avenue is 80 feet and the depth is 172 feet.

ILLINOIS ATHLETIC CLUB, at 112 S. Michigan avenue, was completed in 1908. It is 12 stories high, with two basements, on hardpan caissons. Barnett, Haynes & Barnett of St. Louis were the architects. A photograph is in CAA and in CIM.

160 E. ILLINOIS STREET building, at the northwest corner of N. St. Clair street, built in 1908, formerly known as the Brokers building, is six stories and one basement high, of mill construction, on spread foundations. Samuel N. Crowen was the architect.

McCLURG building, at 330-52 E. Ohio street and 329-53 E. Ontario street, is of mill construction, and was built in three sections. Marshall & Fox were the architects. The four-story and one-basement portion, fronting 240 feet on E. Ohio street, was built in 1908 on spread foundations. The west 130 feet of the frontage on E. Ontario street is six stories and one basement high, with spread foundations, and was built in 1909. The east 110 feet of the frontage on E. Ontario street is six stories and one basement high and was built in 1914 on pile foundations.

PRINCESS THEATER building, 1903-1941, was at 319 S. Clark street and was three stories high, with one basement, on piles. Kirchoff & Rose, of Milwaukee, were the architects. A photograph is in CIM, p. 434, and in CYT, p. 89. The site is now a parking lot.

MUELLER building, at 318-22 W. Randolph street, built in 1908, is seven stories and one basement high, on spread foundations. Iver C. Zarbell was the architect.

REGAL building, at 643-51 S. Wells street, built *ca.* 1908, is eight stories and one basement high.

515 S. WELLS STREET building, 1908-1947, with a frontage of about 46 feet, was eight stories and one basement high, on spread foundations. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways, City of Chicago, for the Congress street superhighway.

NATIONAL REPUBLIC BANK building, formerly known as the Corn Exchange Bank building, at 122-36 S. LaSalle street, on the northwest corner of W. Adams street, with a depth of 75 feet, was built in 1908. It is 17 stories and one basement high, on rock caissons. Shepley, Rutan & Coolidge were the architects. A photograph is in CIM, p. 590, and in BB for April, 1909, p. 85.

An illustration is in OBD for 1929, p. 232. The frontage of this building on S. LaSalle street is 188 feet.

ARTHUR DIXON building, at 411-15 S. Wells street, built in 1908, is 10 stories and one basement high, on pile foundations. Nimmons & Fellows were the architects and E. C. & R. M. Shankland the engineers.

OLIVER building, at 159-67 N. Dearborn street, later known as the 159 N. Dearborn Street building, built in 1908, is seven stories and one basement high, on pile foundations. Holabird & Roche were the architects. Photographs are in DSS.

PRINTERS building, at 732 S. Sherman street, built in 1908, is eight stories and one basement high. A photograph is in CIM.

TOLL building of the Illinois Bell Telephone Co., at 111-15 N. Franklin street, built in 1908, is eight stories and one basement high, on wood piles. Pond & Pond were the architects.

BLACKSTONE HOTEL, at 636 S. Michigan avenue, on the northwest corner of E. Balbo avenue (7th street), the site of the home of John B. Drake, was built in 1909. It is 22 stories high, with three basements, on rock caissons. Marshall & Fox were the architects. A photograph is in CIM, pp. 296 and 298; in CYT, p. 44; in WA for January, 1910; in BB for December, 1909, p. 261; and in ARV for 1913, p. 58, with floor plans at p. 59 and interior photographs at pp. 42, 43, 59, 61, 163, 165, and 172.

MOSER building, at 621-31 S. Plymouth court, built in 1909, is nine stories and one basement high, on pile foundations except under the north wall, which is supported on rock caissons. Holabird & Roche were the architects. The cost of the Moser building, including architects' fees, was 10.485 cents per cubic foot (EAR).

RAILWAY TERMINAL building, at 454-58 W. Grand avenue, built in 1909, is six stories and one basement high, on pile foundations. Nimmons & Fellows were the architects. It is of mill construction, with laminated floors having a capacity of 300 pounds per square foot.

CORT THEATER building, 1909-1934, at 126-32 N. Dearborn street, 80 feet square, was five stories and one basement high. A photograph is in CIM, p. 579, and in The Chicago Tribune of February 17, 1940. The site is now a parking lot.

501 S. LASALLE STREET building, 1909-1947, formerly known as the Buzzell building, was eight stories and one basement high, on pile foundations, and had a frontage of about 100 feet. Photographs are in DSS. This building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago, for the Congress street superhighway.

MUNN building, at 815-23 S. Wabash avenue, now known as the Stone-Cole building, was built in 1909. It is eight stories and one basement high.

LASALLE HOTEL, at the northwest corner of N. LaSalle and W. Madison streets, was completed in 1909. Holabird & Roche were the architects and Purdy & Henderson the engineers. The building is 22 stories high, with two basements, on rock caissons. The cost of the LaSalle Hotel building, including architects' fees, was 43.978 cents per cubic foot (EAR). The construction is described in ER for November 28, 1908, and the steel-work in ER for June 5, 1909. Photographs and floor plans are in AR for April, 1912, and in ARV for 1913, p. 88. A photograph is in CAA, and in CIM, p. 400. Interior photographs are in ARV for 1913, pp. 89, 163 and 169. On the early morning of June 5, 1946, the hotel suffered a disastrous fire resulting in the loss of 61 lives. The fire originated in a cocktail lounge at the north of the LaSalle street entrance. The frontage of the hotel on N. LaSalle street is 178 feet and the frontage on W. Madison street is 161 feet.

McCORMICK building, at 332 S. Michigan avenue, on the northwest corner of E. Van Buren street, was built in 1909 and completed May 1, 1910, with an addition in 1912. Holabird & Roche were the architects. The building is 20 stories in height, with two basements, on rock caissons. The total cost of the McCormick building, including architects' fees, was 37.19 cents per cubic foot (EAR). A photograph is in CAA; in CIM, pp. 543 and 544; and in HE. A photograph and floor plans are in AR for April, 1912. An illustration is in HCCB, p. 57B. A photograph and a brief description are in OBD for 1910, p. 125.

CRERAR ADAMS WAREHOUSE building, at the southwest corner of E. Erie street and N. Fairbanks court, built in 1909, is seven stories and one basement high, on concrete piles. The architects were Ottenheimer, Stern & Reichert.

UNIVERSITY CLUB building, at 75 E. Monroe street, on the northwest corner of S. Michigan avenue, was built in 1909. Holabird & Roche were the architects. The building is 14 stories high, with one basement, on pile foundations. The cost of the building, including architects' fees, was 40.65 cents per cubic foot (EAR). A photograph is in CAA; in CIM, p. 306; in SCB; in AR for April, 1912; and in BB for April, 1909, p. 84.

321 S. PLYMOUTH COURT building, at 317-25 S. Plymouth court, built *ca.* 1909, is six stories and one basement high.

STEELE-WEDELES building, at 312 N. Dearborn street, on the north bank of the Chicago river, was completed in 1909. Henry L. Ottenheimer was the architect. The building is nine stories high, with one to five basements, on



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 28. CARSON, PIRIE, SCOTT & Co., 1900/1906

hardpan caissons. It is described and illustrated in ER for December 12, 1908. A photograph is in CIM, p. 228, and an illustration is in HCCB, p. 226B. The caissons under the river wall are reputed to be the first in Chicago built in water; five caissons 6 feet in diameter were built, using 35-foot steel interlocking sheet piling of the George W. Jackson type, under the supervision of Edward J. Fucik, engineer.

HART, SCHAFFNER & MARX building, at 36 S. Franklin street, on the northwest corner of W. Monroe street, was built in 1910. It is 12 stories and one basement high, on pile foundations except for rock caissons under the party wall. Holabird & Roche were the architects. The cost of this building, including architects' fees, was 18.44 cents per cubic foot (EAR).

MALLERS building, at 5 S. Wabash avenue, on the southeast corner of E. Madison street, is 21 stories and one basement high, on caissons. C. A. Eckstorm was the architect. A photograph is in OBD for 1916, p. 131. The Continental Hotel previously occupied this corner.

215 S. MARKET STREET building, formerly known as the Dry Goods Reporter building, was built in 1910, is 12 stories and one basement high, on hardpan caissons. Peter J. Weber was the architect. A photograph is in OBD for 1941-42, p. 416.

5 N. WABASH AVENUE building, at the northeast corner of E. Madison street, with a frontage of 56 feet on Wabash and 163 feet on Madison, was formerly known as the Kesner building. It was built in 1910 and is 17 stories and one basement high, on rock caissons. Jenney, Mundie & Jensen were the architects. A photograph is in OBD for 1929, p. 158. A photograph of the previous building on this corner is in CIM, p. 336.

207 S. WABASH AVENUE building, at the southeast corner of E. Adams street, built in 1910, has a frontage of 80 feet on Wabash and 50 feet on Adams. It was formerly known as the Mayer building, the Chicago Business College building, and the Adams-Wabash building. It is eight stories and one basement high, on rock caissons. D. H. Burnham & Co. were the architects and J. G. Giaver the engineer. A photograph is in CAA. Root & Sons' Music House, a four-story building, formerly occupied this site.

STUDEBAKER building, at the northwest corner of S. Michigan avenue and E. 21st street, was completed in 1910. William E. Walker was the architect and Condon & Sinks the structural engineers. This building was designed for seven stories and a basement, with provisions for future stories, and is the first building in which flat-slab construction with shallow girders was used in Chicago for floors. Steel columns were used below the seventh floor, supported on caissons to rock. For a description of the building and details of the construction see ER for January 22, 1910.

STEGER building 2, at 28 E. Jackson street, on the northwest corner of S. Wabash avenue, built in 1910, is 19 stories and two basements high, on rock caissons. Marshall & Fox were the architects. A photograph is in CIM, p. 374. An illustration is in HCCB, p. 81B, and in OBD for 1910, p. 189, with a description. A partial photograph of the preceding four-story Steger building 1 is in CIM, p. 373.

BELOIT building, at 527 S. Wells street, built in 1910, is eight stories and one basement high, on spread foundations. Photographs are in DSS. The frontage on S. Wells street is 50 feet and the depth is 94 feet.

BORLAND MANUFACTURING buildings, at 610-732 S. Federal street, were built on piles with one basement—that at No. 610 and that at No. 626, eight stories, in 1910; at No. 638, nine stories, in 1910; and at No. 712 and at No. 732, 12 stories, in 1913. Charles S. Frost was the architect. In 1928 an addition of three stories and one basement, on spread foundations, was made to No. 732 by Charles C. Henderson, architect.

BROOKS building, at 223 W. Jackson street, on the southeast corner of S. Franklin street, built in 1910, is 12 stories and one basement high, on piles. Holabird & Roche were the architects. A photograph is in OBD for 1941-42, p. 51. The cost of this building, including architects' fees, was 20.389 cents per cubic foot (EAR).

HARDING HOTEL, at 19 N. Clark street, formerly known as the Planters Hotel, built *ca.* 1910, is nine stories high. J. E. O. Pridmore was the architect. A photograph is in CIM, pp. 422 and 445, and in *The Hotel Monthly* for June, 1912. The Morrison building, at the northeast corner of N. Clark and W. Madison streets, with 169-foot frontage on the former street and approximately 160 feet on the latter, formerly occupied this site. The frontage of the Harding Hotel is 100 feet and the depth is 120.4 feet.

456 S. STATE STREET building, built *ca.* 1910, is six stories and one basement high. Photographs are in DSS. The building has been condemned and will be removed by the Department of Subways and Superhighways, City of Chicago.

WABASH EXCHANGE building of the Illinois Bell Telephone Co., at 514-20 S. Federal street, built in 1910, is seven stories and one basement high, on rock caissons. Holabird & Roche were the architects. In 1928 a five-story addition was built at 522-34 S. Federal street, with two basements, on rock caissons, designed for 12 additional stories; Holabird & Root were the architects.

1130 N. LAKE SHORE DRIVE apartment building, at the northwest corner of E. Elm street, built in 1910, is nine stories and one basement high. The architect was Howard Van Doren Shaw.

REMBRANDT building, at 259 E. Erie street, on the southwest corner of N. Fairbanks court, built in 1910, is seven stories and one basement high. The frontage on E. Erie street is 220 feet and on N. Fairbanks court 109.15 feet.

LAKE SHORE & OHIO building, at 473-85 E. Ohio street and 538-48 N. Lake Shore drive, built in 1910, is seven stories and one basement high, on concrete piles. Frank E. Davidson was the architect and engineer.

HAMILTON HOTEL, at 14-26 S. Dearborn street, formerly the Hamilton Club building, was built in 1911, 10 stories and one basement high with a frontage of 102 feet, on hardpan caissons. S. S. Beman was the architect. In 1920 six stories were added by E. E. Roberts, architect, and Condron & Co., engineers. Photographs are in DSS, and in CCP, p. 153. The Fuller Block, previously on the front 50 feet of this site, was built in 1872 by John M. Van Osdel, architect.

AMERICAN MEDICAL ASSOCIATION building, at 535 N. Dearborn street, was built in 1911 and 1922 as a six-story building with one and two basements, on wood piles and hardpan caissons. Holabird & Roche were the architects. In 1936 two stories were added by Holabird & Root, architects. A photograph of the completed building is in ISA for 1938-39, p. 396. The limestone facing was added in 1936. In 1941 Holabird & Root were architects for a three-story wing on W. Grand avenue to house printing facilities. In 1949 five additional stories were added to this wing, Holabird & Root & Burgee, architects; a photograph is in CN (August 31, 1948). The total frontage is now 100 feet on Dearborn street and about 242 feet on Grand Avenue.

BLAKELY building, at 418-32 S. Market street, built in 1911, is eight stories and one basement high, on wood piles except for the north and south walls, which are on rock caissons. Perkins, Fellows & Hamilton were the architects. Photographs are in DSS.

FEDERAL LIFE building, at 168 N. Michigan avenue, built in 1911, is 12 stories and one basement high, on caissons. Marshall & Fox were the architects. A photograph is in OBD for 1916, p. 75.

HEARST building, at 326 W. Madison street, was built in 1911. It is 10 and 11 stories in height, with two basements, on rock caissons. James C. Green of New York was the architect. A photograph and a description of the building are in AR for April, 1912, and a photograph is in CIM, p. 570. A description and a photograph are in OBD for 1916, p. 103. A three-story addition at 316 W. Madison street was done by Paul Gerhardt, architect, and Lieberman & Hein, engineers.

HARRIS TRUST building, at 111-19 W. Monroe street, built in 1911, on the site of the former six-story Taylor building, is 20 stories and three basements high, on rock caissons. Shepley, Rutan & Coolidge were the architects. A photograph is in OBD for 1941-42, p. 156.

CHICAGO & NORTHWESTERN RAILWAY station, at N. Canal, W. Madison, and N. Clinton streets, was completed in 1911. Frost & Granger were the architects and E. C. & R. M. Shankland the engineers. A description of the pneumatic caissons to rock is in ER for May 8, 1909. Descriptions, illustrations, and plans of the building are in ER for August 15, 1908, and June 18, 1910. A photograph is in CAA; in CCP, p. 115; and in CIM, p. 438. For an illustration of the preceding Wells Street Depot, built in 1881, on the southwest corner of N. Wells and W. Kinzie streets, at the Chicago river, see HCA, Vol. III, p. 199. W. W. Boyington was the architect. Elevations and a plan are in AA for February 19, 1881. A photograph is in RMNP, and likewise in CIM (p. 437), where also (p. 94) and in C (p. 164) and in CYT (p. 13) is a photograph of the first railroad station in Chicago. This was a one-story frame building of the Galena & Chicago Union railroad, built in 1848, at the southwest corner of W. Kinzie and N. Canal streets. It was replaced in 1852 by a "pretentious" two-story brick station, the Wells Street Depot, a photograph of which is in CIM, p. 95. Two stories were added to this depot in 1863, which was burned in the great fire of 1871. A photograph is in CYT, p. 12. After the fire the Kinzie Street Depot, just north of W. Kinzie street along the west bank of the Chicago river, was used until the Wells Street Depot of 1881 was occupied, when it was razed. An illustration of the Kinzie Street Depot is in CYT, p. 13, and in CIM, p. 96. A history of the stations occupied by this railroad and its predecessors is in WSE for 1937, p. 127, with photographs.

STANDARD OIL CO. building, at 910 S. Michigan avenue, on the southwest corner of E. Ninth street, was originally known as the Karpen building. It was built in 1911 to a height of 13 stories, with one basement, on rock caissons. Marshall & Fox were the architects. An illustration and a description are in OBD for 1929, p. 114. In 1927, Graham, Anderson, Probst & White, architects, added seven stories. A photograph of the building is in AWG, and also in CIM, p. 443. An illustration and a description of the completed building are in OBD for 1929, p. 302.

PEOPLES GAS CO. building 2, at 122 S. Michigan avenue, on the northwest corner of E. Adams street, was completed in 1911. D. H. Burnham & Co. were the architects and Joachim G. Giaver the engineer. The building is 20 stories high, with two basements, on hardpan caissons. The exterior walls on the two street fronts, above the ornamental monolithic granite columns, are supported on steel cantilever girders. Photographs and floor plans are in AWG, and in AR for July, 1915. An illustration is in HCCB, p. 18B. An illustration and a description are in OBD for 1916, p. 193. PEOPLES GAS CO. building 1 was a six-story building with one basement, built in 1883 as the Brunswick Hotel, and wrecked in 1910 to make way for the present building. Burnham & Root were the architects. A photograph is in CHC, p. 198. Photographs of both buildings are in CIM, pp. 294 and 305. The Peoples Gas Light & Coke Co. moved to this location on August 7, 1898.

TRANSPORTATION building, at 608 S. Dearborn street, on the southwest corner of W. Harrison street, built in 1911, is 22 stories high, with one basement, on rock caissons. Fred V. Prather was the architect. A photograph is in CIM, p. 561, and also in OBD for 1916, p. 144, with a description.

325 S. MARKET STREET building, formerly known as the Chamberlain building, built in 1911, is 10 stories and one basement high, on spread foundations. D. H. Burnham & Co. were the architects.

JOHN MARSHALL LAW SCHOOL building, at 315 S. Plymouth court, formerly known as the City Club building, built in 1911, is six stories and one basement high, on pile foundations. Pond & Pond were the architects.

1132-34 S. WABASH AVENUE building, formerly known as the Ryerson building, built in 1911, is six stories and one basement high, on spread foundations. Holabird & Roche were the architects.

DWIGHT building, at 626-36 S. Clark street, built in 1911, is 10 stories and one basement high, of reinforced concrete construction, with a floor load capacity of 250 pounds per square foot, on rock caissons. Schmidt, Garden & Martin were the architects. It is occupied principally by tenants engaged in the paper and printing businesses. The cost of the Dwight building was 15 cents per cubic foot.

BLACKSTONE THEATER building, at 60 E. Balbo street, built in 1911, is five stories high, with one basement, on spread foundations. Marshall & Fox were the architects. A photograph is in CAA; in CYT, p. 89; and in CIM, p. 434.

TEXTILE building, at the northeast corner of S. Wells and W. Adams streets, built in 1911, is eight stories and one basement high. Samuel N. Crowen was the architect. The frontage on S. Wells street is 40 feet, on W. Adams street 90 feet.

WINSTON building, at 341-49 E. Ohio street, built in 1911, is six stories and one basement high, of reinforced concrete construction, with a frontage of 100 feet and a depth of 109 feet. The Winston building, at the southwest corner of N. McClurg court and E. Ohio street, adjoining the building named above, was built in 1916. It is seven stories and one basement high, of flat-slab construction, with concrete exterior walls. This building has a frontage of 250 feet on E. Ohio street, 218 feet on N. McClurg court, and 50 feet on E. Grand avenue. The two buildings are connected with a bridge across a private alley. A photograph is in The Tribune of October 27, 1946, where it is reported that the two buildings will be known as the Chicago Scientific Center. Paul Gerhardt, Sr., was the architect.



FIG. 29. REID, MURDOCH & CO., 1913

ST. CLAIR building, at the northwest corner of N. St. Clair and E. Erie streets, built in 1911, is six stories and one basement high. Samuel N. Crowen was the architect. The frontage on N. St. Clair street is 109 feet and on E. Erie street is 143 feet 9 inches.

OTIS building, at 10 S. LaSalle street, was completed in 1912. Holabird & Roche were the architects. The building is 16 stories high, with two basements, on rock caissons. The cost of the Otis building, including architects' fees, was 47.80 cents per cubic foot (EAR). A photograph and a floor plan are in AR for April, 1912, and a photograph is in CIM, p. 577. An illustration and a brief description are in OBD for 1916, p. 188. The frontage on S. LaSalle street is 189 feet and on W. Madison street 110 feet.

RAND McNALLY building, at 538 S. Clark street, on the northeast corner of W. Harrison street and extending through to S. LaSalle street, was built in 1912. Holabird & Roche were the architects. The building is 10 stories high, with two basements, on piles and rock caissons. The floor loads are 250 pounds per square foot except on the fourth floor, where they are 375. The cost of the Rand McNally building, including architects' fees, was 23.84 cents per cubic foot (EAR). A photograph and floor plans are in AR for April, 1912. An illustration and a description are in OBD for 1916, p. 209.

STEVENS STORE building, at 17 N. State street and 16-18 N. Wabash avenue, was built in 1912. The building is 19 stories high, with two basements, on hardpan caissons. A photograph is in AWG and in DSS. D. H. Burnham & Co. were the architects. A photograph and floor plans are in AR for July, 1915. An illustration and a description are in OBD for 1916, p. 228. The Enos Slosson building, formerly at 16-18 N. Wabash avenue, built in 1873, was five stories and one basement high, with a frontage of 48 feet and a depth of 150 feet. It is illustrated in LO for May, 1874, p. 69, with a description on p. 74.

MEDINAH TEMPLE building, at the northwest corner of E. Ohio street and N. Wabash avenue, built in 1912, is four stories high with one basement, on spread foundations and piles. Huehl & Schmid were the architects. A photograph is in CAA and in CIM, p. 534. Photographs and floor plans are in WA for May, 1913.

BELL building of the Illinois Bell Telephone Co., at 212-26 W. Washington street, built in 1912, is 20 stories and one basement high, on rock caissons. Holabird & Roche were the architects and Purdy & Henderson the engineers. The cost of the Bell building, including architects' fees, was 33.91 cents per cubic foot (EAR). A photograph is in AR for April, 1912. The Forbes building formerly occupied the west 80 feet of this site.

BOYCE building, at 510 N. Dearborn street, was built in 1912 by D. H. Burnham & Co., architects. Six stories were added in 1913. The original north

building was four stories high on caissons, and the addition to the south is on spread foundations. A photograph is in AR for July, 1915.

CITY HALL SQUARE building, now known as 139 N. Clark street building, built in 1912, is 21 stories high, with two basements, on caissons. C. A. Eckstorm was the architect. A photograph is in CIM, p. 581, and an illustration is in OBD for 1916, p. 49. This site was occupied in part by the Fowler-Goodell-Walters Block, later known as the Superior Block, 1872-1911, a five-story building for which W. W. Boyington was the architect and which is illustrated in LO for 1872, p. 41, and in OYF.

INSURANCE EXCHANGE building, at 175 W. Jackson street, on the southeast corner of S. Wells street, was built in 1912. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 21 stories high, with two basements, on rock caissons. Floor plans and a photograph are in AR for July, 1915. An illustration is in OBD for 1916, p. 109. In 1928 the ANNEX to the south was added by Graham, Anderson, Probst & White, architects. Magnus Gunderson was the engineer. A photograph is in AWG, and also in CIM, p. 443. An illustration and a description of the complete building are in OBD for 1929, p. 152.

DOUGLAS building, at 18-22 E. Jackson street, formerly known as the U. S. Annuity & Life building and originally as the Gibbons building, was built in 1912. It is 16 stories and one basement high, on rock caissons. Marshall & Fox were the architects. Photographs are in DSS, and an illustration and a description are in OBD for 1929, p. 342.

NORTH AMERICAN building, at 36 S. State street, was built in 1912. Holabird & Roche were the architects. The building is 19 stories high, with three basements, on rock caissons. The cost of the North American building, including architects' fees, was 39.45 cents per cubic foot (EAR). A photograph and floor plans are in AR for April, 1912, and a photograph is in CIM, p. 554. An illustration and a brief description are in OBD for 1929, p. 237. A photograph of the previous six-story building on this corner is in CIM, p. 335. An illustration of the preceding four-story building, occupied by Lyon & Healy, is in HCA, Vol. III, p. 671.

MONROE building, at 104 S. Michigan avenue, on the southwest corner of E. Monroe street, was built in 1912. Holabird & Roche were the architects and Ritter & Mott the engineers. The building is 16 stories high, with one basement, on rock caissons. The cost of the Monroe building, including architects' fees, was 38.711 cents per cubic foot (EAR). A photograph, floor plans, and illustrations are in AR for April, 1912. A photograph is in CAA, in SCB, and in CIM, p. 545. A photograph and a description are in OBD for 1916, p. 170. The Monroe building succeeded a two-story building on this corner, a photograph of which is in CYT, p. 43.

234 S. WELLS STREET building, formerly known as the Moses building, at the northwest corner of W. Jackson street, built in 1912, is eight stories and one basement high. An illustration is in RMNV, p. 105 (south of the Owings building.)

JOHN R. THOMPSON building, at 350 N. Clark street, on the southwest corner of W. Kinzie street and extending to W. Carroll avenue, formerly known as the Commissary building, was built in 1912. It is seven stories and one basement high, on pile foundations. A. S. Alschuler was the architect. The Uhlich Block formerly occupied this site.

242 E. WALTON PLACE building, formerly the Dudley apartment building, built in 1912, is five stories and one basement high, on concrete piles. The architect was William Ernest Walker. A photograph, floor plan, and description are in APB, p. 28.

225 N. WABASH AVENUE building, at the southeast corner of E. South Water street, formerly known as the D. B. Fisk & Co. building, was built in 1912. It is 13 stories and one basement high, on caissons. George L. Harvey was the architect.

ROGERS & HALL CO. building, at 124 W. Polk street, later known as the W. P. Dunn building, was built in 1912. It is eight stories and two basements high, on spread foundations. A. S. Alschuler was the architect. In 1914 two stories were added.

JOHN MOIR TRUST building, at 325 N. Wells street, built in 1912, is nine stories and two basements high, on rock caissons. L. G. Hallberg was the architect.

999 N. LAKE SHORE DRIVE building, built in 1912, is 10 stories and one basement high, on pile foundations. Marshall & Fox were the architects. A photograph is in AA for July 22, 1914, and in CYT, p. 59. A photograph, floor plan, and description are in APB, pp. 14 and 15.

RUMELY building, at the southeast corner of S. LaSalle and W. Harrison streets, built *ca.* 1912, is eight stories and one basement high.

213-17 E. ILLINOIS STREET building, built in 1912, is six stories and one basement high, of mill construction. C. A. Eckstorm was the architect.

FIELD MUSEUM OF NATURAL HISTORY, now the Chicago Museum of Natural History (Grant Park at E. 14th street), was completed in 1912 by D. H. Burnham & Co., architects, and Joachim Giaver, engineer. The building is three stories high, with two basements, on wood piles. Photographs and floor plans are in AWC, and in AR for July, 1924. A photograph is in CAA, and in CIM, pp. 320 and 482. A description and illustrations are in C, p. 29.

GOLDBLATTS' STORE building, at the northeast corner of S. State and E. Van Buren streets, formerly known as Rothschild's and the Davis Store, was finished in 1912. Holabird & Roche were the architects. The building is 10 stories high, with three basements, on rock caissons. The cost of the Rothschild building, including architects' fees, was 33.12 cents per cubic foot (EAR). A photograph is in CIM, p. 353; in DSS; and in AR for April, 1912.

1200 N. LAKE SHORE DRIVE apartment building, formerly known as the Stewart Apartments, at the northwest corner of E. Division street, is 12 stories high. It was built in 1912 by Benjamin H. Marshall, architect. A photograph and a typical floor plan are in BW, p. 42.

14-16 W. LAKE STREET building, formerly known as the DeVoe & Reynolds building, was built in 1912. It is six stories and one basement high, on rock caissons. Hill & Woltersdorf were the architects. The building was designed for an additional four stories. Photographs and floor plans are in WA for July, 1913. A photograph is in WA for April, 1917.

WESTMINSTER building, at 110 S. Dearborn street, on the southwest corner of W. Monroe street, was built in 1912. It is 16 stories and one basement high, on rock caissons. A. S. Alschuler was the architect. Photographs are in DSS, and an illustration and a description are in OBD for 1929, p. 356.

THE FRANKLIN building, at 718-36 S. Dearborn street, built in 1912, is 13 stories and one basement high, on caissons. George C. Nimmons was the architect. Photographs and floor plans are in WA for January, 1916. The frontage on S. Dearborn and S. Federal streets is 122 feet 6 inches, and the depth is approximately 62 feet.

GUNTHER building, at the northwest corner of S. Wabash avenue and E. 11th street, built in 1912, is eight stories and one basement high, on rock caissons. George Beaumont was the architect. A photograph is in The Chicago Tribune of July 8, 1945, which reports that four stories are to be added.

GREAT LAKES building, at the southwest corner of N. Wacker drive and W. Lake street, built in 1912, is six stories and one basement high, on wood pile foundations. Holabird & Roche were the architects. Photographs are in DSS. An illustration and a brief description are in OBD for 1916, p. 94. The Ullman Block was formerly on the north portion of this site, with a frontage of about 120 feet on N. Wacker drive (then Market street, not widened).

180-98 E. CHESTNUT APARTMENT building, at the northwest corner of N. Seneca street, built in 1912, is three stories and an English basement high, on concrete pile foundations. The piles were rectangular in section, reinforced, and about 15 feet long. They were cast on the site and jettied into place. Schmidt, Garden & Martin were the architects.

POLK-WELLS building, at 801 S. Wells street, on the southeast corner of W. Polk street, built in 1912, is 10 stories and one basement high, on caissons. D. H. Burnham & Co. were the architects.

TOBEY FURNITURE CO. building, at 119-23 S. Wabash avenue, built *ca.* 1912, is seven stories and one basement high. Samuel N. Crowen was the architect.

CONWAY building, at 111 W. Washington street, on the southwest corner of N. Clark street, was built in 1913. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. The building is 21 stories high, with two basements, on rock caissons. Photographs and floor plans are in AWG, and in AR for July, 1915. A photograph is in CIM, p. 586, and an illustration is in OBD for 1916, p. 59. The building was sold in 1944 to the Chicago Title & Trust Co., who filled in the interior court to a height of six stories and moved their offices there on November 29, 1947, from their old location at 69 W. Washington street.

BUTLER BROTHERS buildings, at the southeast corner of N. Canal and W. Randolph streets, were built in 1913, 14 stories high, with two basements, on hardpan caissons. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. In 1920, the east one of the two buildings was demolished to make way for the Union Station track improvement, the building at 111 N. Canal street remaining. Another building, identical with the one wrecked, was built in 1922 at 165 N. Canal street, across Randolph street to the north. A photograph of the two first buildings is in AR for July, 1915. Photographs of the two present buildings are in A for November, 1927; in CAA; in CIM, p. 598; and in AWG.

936 N. LAKE SHORE DRIVE building, at the northwest corner of E. Walton street, built in 1913, is 10 stories and one basement high, on concrete piles. William Ernest Walker was the architect. A photograph is in WA for April, 1917. A photograph and a typical floor plan are in BW, p. 30, and in APB, pp. 12 and 13.

UTILITIES building, at 327 S. LaSalle street, on the northeast corner of W. Van Buren street, was formerly the Webster building. It was built 12 stories high, with two basements, on hardpan caissons, in 1913, by A. S. Alschuler, architect, and Lieberman & Hein, engineers. An illustration of the 12-story building is in OBD for 1929, p. 352. In 1929 five stories were added. A photograph is in CIM, p. 439, and an illustration of the completed building is in OBD for 1941-42, p. 427. The north 100 feet of this site was occupied previously by the Chicago Open Board of Trade and the south (approximately) 96 feet by the Mendel Block at the corner.

LYTTON building, at 14 E. Jackson street, on the northeast corner of S. State street, built in 1913, is 19 stories high, with three basements, on caissons. Marshall & Fox were the architects. A photograph is in CIM, p. 556, and in DSS. An illustration and a description are in OBD for 1916, p. 128.

REID, MURDOCH & CO. building, at 325 N. LaSalle street, on the southeast corner of W. Carroll avenue, built in 1913, is seven stories high, plus a three-story tower and two basements, on piles. George C. Nimmons was the architect. One bay was removed when N. LaSalle street was widened. Photographs and floor plans are in WA for January, 1916; a photograph is in CAA, and in CIM, p. 439. The frontage on the Chicago river is 320 feet. The depth of the building is 188.3 feet.

PETROLEUM building, at 616-20 S. Michigan avenue, formerly known as the Dennehy building and the Arcade building, built in 1913, 80 feet square, is 10 stories and one basement high, on pile foundations. Zimmerman, Saxe & MacBride were the architects. This building was sold in 1944 to the International Business Corporation. A photograph is in OBD for 1929, p. 28.

CRANE CO. building, at 836 S. Michigan avenue, on the northwest corner of E. 9th street, built in 1913, is 12 stories and one basement high, on rock caissons. Holabird & Roche were the architects, and Henry J. Burt the engineer. A photograph during construction is in SCB. The cost of the Crane building, including architects' fees, was 34.42 cents per cubic foot.

BOYLSTON building, at 116-22 W. Illinois street, built in 1913, is seven stories and one basement high. Huehl & Schmid were the architects.

REMIEN & KUHNERT building, at 57-63 W. Grand avenue, built in 1913, is eight stories and one basement high, of steel-frame fireproof construction, on wood piles. Huehl & Schmid were the architects.

MADISON SQUARE building, at 119-23 W. Madison street, with a frontage of 45 feet, was built on caissons, in 1913, 16 stories and two basements high, as the Advertising building. It was known later as the Union Fuel building. An illustration is in OBD for 1916, p. 17. In 1929 six stories were added by Eric E. Hall, architect. This site was occupied formerly by Burke's European Hotel, 1873- , five stories and one basement high, illustrated in LO for April, 1874, p. 53.

GODDARD building, at 27 E. Monroe street, on the southwest corner of S. Wabash avenue, built in 1913, is 13 stories and two basements high, on rock caissons. D. H. Burnham & Co. were the architects and Joachim G. Giaver the engineer. The Ely building formerly occupied this site and that of the Palmer House addition to the south. A photograph is in RB of November 20, 1948.

CONSUMERS building, at 220 S. State street, on the northwest corner of W. Quincy street, built in 1913, is 21 stories and three basements high, on rock caissons. Mundie & Jensen were the architects and Lieberman & Hein the engineers. Photographs are in DSS. An illustration is in OBD for 1929, p. 92. The five-story Gunther building, built in 1875, previously stood on this corner; a photograph of it is in CYT, p. 71, and in CIM, p. 331. The late Hyde W. Perce, realtor, said that in the 1890's the building was occupied by a clothing store in the two lower floors and that the three upper floors were divided into single rooms for light housekeeping, renting for from five to ten dollars a month.

701-03 S. LASALLE STREET building, formerly known as the Linden building, built *ca.* 1913, is seven stories and one basement high.

CHICAGO ENGINEERS' CLUB building, at 314-16 S. Federal street, was remodeled for its present use in 1913 by George Awsumb, architect. It is six stories and one basement high. St. Hubert's Grill, established in 1887, occupies the two lower floors (AAC, p. 62).

ALFRED DECKER & COHN building, at 416 S. Franklin street, on the northwest corner of W. Congress street, known as the Society Brand building, was built in 1913. It is 13 stories high, on pile and caisson foundations. Graham, Burnham & Co. were the architects and Joachim G. Giaver the engineer.

109 N. DEARBORN STREET building, formerly known as the New Brede building, the Lutheran building, the Daniel Hayes building, and the Beak Annex, with a frontage of 56 feet, was built in 1914. It is 13 stories and one basement high, on wood piles and caissons. George S. Kingsley was the architect. Photographs are in DSS, and an illustration is in OBD for 1916, p. 35.

WELLS-QUINCY building, at the southeast corner of S. Wells and W. Quincy streets, formerly known as the Lombard Hotel, was built in 1914. It is 11 stories and one basement high, on pile foundations except for hardpan caissons in the rear. D. H. Burnham & Co. were the architects and Morey, Newgard & Co. the engineers.

166 W. JACKSON STREET building, built in 1914 and 1922, is 15 stories and one basement high, on caissons. C. A. Eckstorm was the architect. A photograph is in OBD for 1941-42, p. 293.

MICHIGAN BOULEVARD building, at 30 N. Michigan avenue, on the southwest corner of E. Washington street, formerly known as the Peoples' Trust and Savings Bank building, 15 stories high, was built in 1914. Five stories were added in 1923. It is 20 stories high, with two basements, on rock caissons. Jarvis Hunt was the architect. A photograph is in CIM, pp. 307 and 308. A photograph and a description of the original building are in OBD for

1916, p. 162. An illustration and a description of the completed building are in OBD for 1929, p. 265.

RANDOLPH-WELLS building, originally erected as an office building for the State of Illinois and formerly known as the City State Bank building, later as the Peoples' Life building, at the southwest corner of N. Wells and W. Randolph streets, was built in 1914. It was 17 stories and one basement high, on caissons. Dibelka & Flaks were the architects and Morey, Newgard & Co. the engineers. An illustration is in OBD for 1916, p. 197. The Albany Hotel was formerly on this corner. It is illustrated in *The Hotel Monthly* for June 1912. In 1928 an addition, 23 stories high, by Burnham Brothers, architects, was made to the south, at 120-28 N. Wells street, on the site occupied formerly by the Greenebaum building. The Greenebaum, four stories high and 80 feet square, is illustrated and described in LO for July 1872, p. 121, and in OYF. Burling & Adler were the architects. A photograph of the completed Randolph-Wells building is in OBD for 1941-42, p. 377. Before the great fire of 1871 the corner was occupied by the Metropolitan Hotel (RMNV, p. 59), of which W. W. Boyington was architect.

EMPIRE PAPER building, at 725 S. Wells street, built in 1914, is eight stories and one basement high, on caissons. Marshall & Fox were the architects.

208 S. LASALLE STREET building, built in 1914, formerly known as the Continental National Bank building, is 20 stories high, with two basements, on rock caissons. D. H. Burnham & Co. were the architects and Joachim Giaver the engineer. Photographs and floor plans of this building are in AR for July, 1915, a photograph is in CIM, and an illustration is in OBD for 1916, p. 55.

WESTERN NEWS building, at 21-29 E. Hubbard street, on the southwest corner of N. Wabash avenue, was built in 1914, of mill construction, seven stories and one basement high. Speyer & Speyer were the architects. In 1926 an addition was built at 17-19 E. Hubbard street, of reinforced concrete construction, to the same height and by the same architects.

FORT DEARBORN HOTEL, at 117 W. Van Buren street, on the southeast corner of S. LaSalle street, was built in 1914. Holabird & Roche were the architects and Henry J. Burt the engineer. The building is 17 stories high, with two basements, on caissons. It is illustrated in SCB, which contains floor plans, steel framing plans, cross-sections, elevations, and a description of the engineering design. The cost of the Fort Dearborn Hotel building, including architects' fees, was 45.60 cents per cubic foot (EAR). The Memory office building, 1884-1913, seven stories and one basement high, was formerly on this site. John M. Van Osdel was the architect.

E. H. SARGENT & CO. building, at 165 E. Superior street, on the southwest corner of N. St. Clair street, built in 1914, is six stories and one basement high. The frontage on E. Superior street is 150 feet, and on N. St. Clair street 109 feet.

CENTURY building, at 202 S. State street, on the southwest corner of W. Adams street, formerly known as the Buck & Rayner building, built in 1915, is 16 stories high, with two basements, on rock caissons. Holabird & Roche were the architects and Henry J. Burt the engineer. A photograph is in CIM, p. 557, and in DSS. The frontage on S. State street is 42.5 feet and on W. Adams street 101 feet.

NORMAN building, at 106-10 W. Lake street, built in 1915, is eight stories and one basement high, on spread foundations. Ottenheimer, Stern & Reichert were the architects. Photographs are in DSS. The frontage is 40.2 feet and the depth is 90 feet.

942 N. LAKE SHORE DRIVE, built in 1915, is 10 stories high, with no basement, on concrete piles. William Ernest Walker was the architect. A photograph is in WA for April, 1917. A photograph, floor plan, and description are in APB, pp. 18 and 19.

199 E. LAKE SHORE DRIVE building, known also as the Breakers building, built in 1915, is 11 stories and one basement high, on pile foundations. Benjamin H. Marshall was the architect. A photograph and a typical floor plan are in BW and in APB. A photograph is in CYT, p. 59, and in CIM, p. 319.

Y. M. C. A. HOTEL, at 826 S. Wabash avenue, built in 1915, is 19 stories and one basement high, on rock caissons. Robert C. Berlin was the architect, and Randall & Warner were the engineers. The cost of the structural steel frame was forty-five dollars per ton, erected and painted. The south portion, an addition of the same height, was made in 1926 by Berlin & Swern, architects. An illustration of the completed building is in ISA for 1926, p. 328.

GARLAND building, at 58 E. Washington street, on the northeast corner of N. Wabash avenue, with a frontage of 163 feet on the former and 97 feet on the latter, was built in 1915, with an addition in 1925. It is 21 stories and one basement high, on rock caissons. C. A. Eckstorm was the architect. An illustration is in OBD for 1916, p. 91. The Garland Block, a six-story building, 80 feet by 140 feet, formerly occupied a portion of this site; it is illustrated in CAC, p. 219.

LEMOYNE building, at the southwest corner of N. Wabash avenue and E. Lake street, built in 1915, is eight stories and one basement high. Mundie & Jensen were the architects. The Grocers Block previously occupied this site.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 30. DRAKE HOTEL, 1920

200 E. DELAWARE PLACE apartment building, at the northeast corner of N. Seneca street, built in 1915, is three stories and English basement high, on concrete piles. Chatten & Hammond were the architects. A photograph, floor plan, and description are in APB, pp. 32 and 33.

140 N. DEARBORN STREET building, at the southwest corner of W. Randolph street, formerly known as the Cunard building, built in 1916, is 14 stories high, with one basement, on caissons. A. S. Alschuler was the architect. A photograph is in CIM, p. 579, and in DSS. An illustration is in OBD for 1916, p. 66.

176 W. WASHINGTON STREET building, with a frontage of 40 feet, formerly the Elks Club building, built in 1916, is 15 stories high, with one basement, on caissons. Ottenheimer, Stern & Reichert were the architects. A photograph is in CIM, p. 575.

CENTRAL COLD STORAGE WAREHOUSE, at 350 N. Dearborn street, on the southwest corner of W. Kinzie street, built in 1916, is 14 stories and one basement high, on caissons. B. K. Gibson was the architect.

ADAM SCHAFF building, at 319-21 S. Wabash avenue, built in 1916, is six stories and one basement high, on piles. George C. Nimmons was the architect. Photographs are in WA for April, 1917.

PORTER building, at 123-25 N. Wabash avenue, built in 1916, with a frontage of 48 feet, is six stories and one basement high, on spread foundations. Otis & Clark were the architects. Photographs are in WA for April, 1917.

PELOUZE building, at 218-30 E. Ohio street, built in 1916, is seven stories and one basement high, on spread foundations. A. S. Alschuler was the architect. An illustration of the four-story Pelouze building, at 232-42 E. Ohio street, is in HCCB, p. 191B.

200 E. PEARSON STREET APARTMENTS, at the northeast corner of N. Seneca street, built in 1916, is six stories and one basement high, on concrete piles. Robert S. De Golyer was the architect. A photograph, floor plan, and description are in APB, pp. 68 and 69.

LYON & HEALY building, at 243 S. Wabash avenue, on the northeast corner of E. Jackson street, built in 1916, is 10 stories and one basement high, on hardpan caissons. Marshall & Fox were the architects and Lieberman & Hein the engineers. A photograph is in CIM, p. 563. An illustration and a description are in OBD for 1929, p. 174.

SPALDING building, at 211-17 S. State street, built in 1916, was five stories and one basement high. Three stories were added in 1926. Photographs of the present building are in DSS.

217-23 E. DELAWARE PLACE building, built in 1916, is six stories and one basement high, of reinforced concrete construction, on concrete piles. The frontage is 100 feet.

191 E. WALTON PLACE, at the southwest corner of N. Seneca street, is seven stories high, on concrete piles. It was built in 1916. Howard Van Doren Shaw was the architect. A photograph, floor plan, and description are in APB, pp. 26 and 27.

MERGENTHALER LINOTYPE building, at 531-37 S. Plymouth court, built in 1917, is six stories and one basement high. Richard E. Schmidt, Garden & Martin were the architects, and Samuel N. Crowen was the associate architect. The frontage is 75 feet and the depth is 101 feet.

STATE-LAKE building, at 190 N. State street, on the southwest corner of W. Lake street, was built in 1917. Rapp & Rapp were the architects and Lieberman & Hein the engineers. The building is 12 stories high, with one basement, on hardpan caissons. The lower stories are of steel frame construction and the six upper stories are of reinforced concrete. The Theater has 2800 seats. Photographs and illustrations are in A for November, 1927. Photographs are also in DSS, and an illustration is in OBD for 1929, p. 310. The frontage on N. State street is 180.8 feet and on W. Lake street 160.3 feet.

JOHN SEXTON building, at 500 N. Orleans street, on the northwest corner of W. Illinois street, is six stories and one basement high. The west portion is of mill construction and was built in 1917; the east portion, on the corner, is of reinforced concrete construction, built in 1929, and is designed for additional stories. Alfred S. Alschuler was the architect.

WOODS building, at 50-56 W. Randolph street, on the northwest corner of N. Dearborn street, formerly known as Woods Theater, built in 1917, is 10 stories high, with one basement, on wood piles. Marshall & Fox were the architects. A photograph is in OBD for 1941-42, p. 440; in CIM, p. 587; and in DSS. The Borden Block formerly occupied the south 80 feet of this site; the Athenaeum building the north 100 feet.

PETERSON building, at 523-29 S. Plymouth court, built in 1917, is 11 stories and one basement high of reinforced concrete construction, on rock caissons. Schmidt, Garden & Martin were the architects. The building cost 27 cents per cubic foot.

60-70 E. SCOTT STREET building, at the northwest corner of N. Stone street, built in 1917, is nine stories high. Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph and a typical floor plan are in BW, p. 17.

FRANKLIN EXCHANGE building of the Illinois Bell Telephone Co., at 311-27 W. Washington street, built in 1917, 11 stories and two basements high, is on rock caissons. Holabird & Roche were the architects and Henry J. Burt the engineer. In 1930 seven stories were added by Holabird & Root, architects, and Frank E. Brown, engineer.

COMMERCE MART WAREHOUSE, at 251-315 E. Grand avenue, is seven stories and one basement high, of mill construction. C. A. Eckstorm was the architect.

DISTRIBUTORS building, at the southwest corner of N. Clark street and W. Wacker drive, built in 1917, is eight stories and one basement high, of steel frame construction with reinforced concrete floors, on caissons. Huehl, Schmid & Holmes were the architects. The Horatio G. Loomis Block, five stories high, was located on this corner prior to the great fire of 1871; a view is in CYT, p. 24.

PENNSYLVANIA FREIGHT TERMINAL building, at 323 W. Polk street, extending through to W. Taylor street, was completed in 1918. The design of the building was prepared by the engineers of the Pennsylvania Lines and turned over to the architects, Price and McLanahan, who designed the exterior. The building is 420 feet by 750 feet, four stories and one basement high, with a tower 50 feet square extending 180 feet above street level. The tracks are in the basement at main track level. A partial sub-basement houses the heating and other mechanical equipment. The construction is steel framing with reinforced concrete floors, carried on 40-foot wood piles. The first floor is designed for a 300-pound live load, the second floor for a 250-pound, and the third and fourth floors for a 200-pound live load. Track, steel framing, and foundation plans, with details, a description and construction photographs are in EN for January 25, 1917. A description, track layouts, floor plans, cross-sections, and exterior photographs are in The Transactions of the American Society of Civil Engineers for 1924, p. 861.

257 E. DELAWARE PLACE building, completed in 1918, is 10 stories high, with one basement, of reinforced concrete construction, on concrete pile foundations. John A. Nyden was the architect. A photograph and a typical floor plan are in BW, p. 58, and in APB, pp. 38 and 39.

229 E. LAKE SHORE DRIVE, built in 1918, known also as the Shoreland building, is 12 stories high, with one basement, on concrete piles. Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph and a typical floor plan are in BW, p. 39. A photograph is in CYT, p. 59.

UNION SPECIAL MACHINE CO. building, at 400 N. Franklin street, on the northwest corner of W. Kinzie street, built in 1918, is six stories and one basement high, on pile foundations. George C. Nimmons was the architect.

1550 N. STATE PARKWAY building, at the southwest corner of W. North avenue, built in 1918, is 12 stories high. Benjamin H. Marshall was the architect. A photograph and a typical floor plan are in BW, p. 22, and in APB.

6-12 E. SCOTT STREET building, at the northeast corner of N. State street, built in 1918, is seven stories high. William Ernest Walker was the architect. A photograph and a typical floor plan are in BW, p. 21, and in APB, pp. 50 and 51.

BORG building, at 451-71 E. Ohio street, built in 1919, is seven stories and one basement high, of mill construction, on pile foundations. The Borg building at the southwest corner of N. Lake Shore drive and E. Ohio street, known also as the Lake Shore-Ohio building, built in 1918, adjoining the building named above, is seven stories and one basement high, of mill construction, on pile foundations. Samuel N. Crowen was the architect.

WESTERN UNION TELEGRAPH COMPANY building, at 427 S. La-Salle street, was built in 1919, seven stories high with provision for an addition of six stories. The building has one basement and is supported on piles and caissons. Graham, Anderson, Probst & White were the architects. Photographs of the building are in AWS and in DSS.

AMBASSADOR WEST building, at the northwest corner of N. State and W. Goethe streets, formerly known as the Ambassador Hotel, built in 1919, is 12 stories high, with one basement, on concrete piles. Schmidt, Garden & Martin were the architects. A photograph is in CIM, p. 530.

220 E. WALTON PLACE, built in 1919, is 11 stories high, with one basement, on concrete piles. Fugard & Knapp and Ralph C. Harris were associated as architects, and Lieberman & Hein were the engineers. A photograph and a typical floor plan are in BW, p. 26, and a photograph is in ISA for 1921, p. 272.

222 E. WALTON PLACE, built in 1920, is 12 stories high, with one basement, on concrete piles. Fugard & Knapp were the architects and Lieberman & Hein the engineers.

WATERMAN building, at 127-29 S. State street, built in 1920, is seven stories and one basement high, on hardpan caissons. Holabird & Roche were the architects and Henry J. Burt the engineer. Photographs are in DSS.

DRAKE HOTEL, at the southeast corner of N. Michigan avenue and E. Lake Shore drive, was built in 1920. It is 13 stories high, with one basement, on pile foundations. Marshall & Fox were the architects. A photograph is in CIM, p. 447; in CYT, p. 59; and in ISA for 1921, p. 90.

HENRY CHANNON building, at the southeast corner of N. Wacker drive and W. Randolph street, built in 1920, is seven stories and one basement high. Alfred S. Alschuler was the architect. A photograph is in ISA for 1921, p. 122.

RIALTO THEATER, at 336 S. State street, built in 1920, is four stories and one basement high, on wood pile foundations. Marshall & Fox were the architects. Photographs are in DSS.

JOHN CRERAR LIBRARY building, at 86 E. Randolph street, on the northwest corner of N. Michigan avenue, built in 1920, is 16 stories and one basement high, on rock caissons. Holabird & Roche were the architects and Henry J. Burt the engineer. A photograph is in ISA for 1926, p. 486; and in *The Chicago Daily News* for March 29, 1947, with other Chicago libraries, old and new.

TRIBUNE PLANT building, at 430-38 N. St. Clair street, on the southwest corner of E. Illinois street, at the rear of the Tribune Tower, was built in 1920. It is five stories high, on wood pile foundations. Jarvis Hunt was the architect.

Period V: From 1921 to 1948

In the latter part of the preceding period, World War I had slowed down building construction. With the close of the war the increasing demand and a shortage of materials brought on a swift increase in building costs which in 1920 reached a peak of approximately double the costs preceding the war. A "buyers' strike" brought a quick recession in costs, building construction increased, and for a period of some six years Chicago enjoyed another building boom which was cut short by the financial crash in 1929 and the depression of the 1930's that followed.

Building costs and permits reached their nadir in 1932-33. Although the total amount of building construction in Chicago during the five-year period 1932-36 averaged less than three percent of the average for the six-year period 1923-28, the cost of building decreased only an average of about 15 percent.

The defeatist attitude of the 1930's is reflected in an address given in October 21, 1940, by J. Soule Waterfield before the Chicago Building Congress, entitled "Should We Give the Loop Back to the Indians?" The following quotations from this address are of interest:

Seventy per cent of the properties, by area, in the district north of Van Buren street and east of Wells street are owner-occupied or capable of earning at least three percent net, after taxes and allowing at least one percent depreciation of the Assessor's full valuation of land and buildings. . . . Sixty percent of the properties in the entire area of the Central Business District north of Roosevelt road and east and south of the Chicago river are owner-occupied or capable of earning at least three percent net. . . . In the entire Central Business District [supra] . . . 42.41% of the area is either used for parking lots or improved with buildings which were built before the elevated loop was built [ca. 1898], and during the time of horse and cable cars and before the advent of the automobile.

Very few new buildings have been begun in the Central Business District since 1929. The Century of Progress, 1933-34, while one of the most successful of world fairs, did not turn out to be the stimulant to building construction that the fair of 1893 proved.

World War II has been followed by another rapid rise in building costs, which are not yet stabilized.

WRIGLEY building, at 400 N. Michigan avenue, was built in two sections. Graham, Anderson, Probst & White were the architects. William Braeger was the engineer. The south building, at the southwest corner of E. North Water street, was built in 1921, 17 stories high with an 11-story tower; the north building, at 422-28 N. Michigan avenue, on the southwest corner of E. Hubbard street, was built in 1924, 19 stories high. Both buildings are supported on rock caissons. Photographs are in AF for October, 1921; in CAA; in CYT, p. 52; in CIM, p. 312; in ISA for 1924, p. 120; and in HSM. Photographs and floor plans are in AWG, and in AF for October, 1921. An illustration and a description of the completed buildings are in OBD for 1929, p. 362. The Samuel Bliss building, at 117-21 E. Hubbard street, on the southwest corner of N. Michigan avenue, formerly occupied a portion of this site. An illustration is in CAC, p. 199.

CHICAGO THEATER building, at 175 N. State street, built in 1921, is seven stories high, with one basement, of steel frame construction, on rock caissons. Rapp & Rapp were the architects and Lieberman & Hein the engineers. There are 3900 seats. A photograph is in CIM, p. 436, and in CYT, p. 92; interior and exterior photographs are in DSS.

ROOSEVELT THEATER building, at 110 N. State street, built in 1921, is four stories high, with one basement, on spread foundations. Rapp & Rapp were the architects. A photograph is in CIM, p. 436, and interior and exterior photographs are in DSS.

230 E. WALTON PLACE, at the southwest corner of N. DeWitt place, built in 1921, is 11 stories high, with one basement, on concrete piles. Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph and a typical floor plan are in BW, p. 66.

UNITED ARTISTS THEATER building, formerly known as the Apollo Theater, at 31-45 W. Randolph street, on the southeast corner of N. Dearborn street, was built in 1921. It is four stories and one basement high, on spread foundations. Holabird & Roche were the architects and Henry J. Burt the engineer. A photograph is in CIM, p. 434, and interior and exterior photographs are in DSS.

CASS-SUPERIOR office building, at the southwest corner of N. Wabash avenue and E. Superior street, built *ca.* 1921, is seven stories and one basement high. Walter W. Ahlschlager was the architect. A photograph is in ISA for 1921, p. 274.

KELLEY building, at 460-68 S. State street, built in 1921, is eight stories and one basement high, on caisson foundations. George C. Nimmons & Co. were the architects and Latimer & Dunlap the engineers. Photographs are in DSS. This building has been condemned and will be removed by the Department of Subways and Superhighways, City of Chicago.

ILLINOIS LIFE building, at 1208-24 N. Lake Shore drive, on the southwest corner of E. Scott street, later known as the United States Appellate Court building, built in 1921, is three stories and one basement high. Holabird & Roche were the architects and Henry J. Burt the engineer.

VITAGRAPH building, at 839-43 S. Wabash avenue, is three stories and one basement high. The frontage is 41.5 feet and the depth 101.7 feet. This building was built for the storage of films, under a then new ordinance, at a cost of \$101,549, or 74.06 cents per cubic foot, unusually high for that time.

831-33 S. WABASH AVENUE building, built in 1921, formerly known as the Scown Film building, is six stories and one basement high, on spread foundations.

FEDERAL RESERVE BANK building, at 230 S. La Salle street, on the northwest corner of W. Jackson street, was completed in 1922. Graham, Anderson, Probst & White were the architects and William Braeger the engineer. The building is 14 stories high with three basements, on rock caissons. A photograph is in AWG, and in CIM, p. 566. An illustration is in ISA for 1921, p. 120.

219 E. LAKE SHORE DRIVE, built in 1922, is 12 stories high, with one basement, on concrete piles. Fugard & Knapp were architects, Lieberman & Hein the engineers, and Horace Colby Ingram the associate architect. A photograph and a typical floor plan are in BW, p. 11.

10 N. CLARK STREET building, at 8-16 N. Clark street, formerly known as the Putnam building, built in 1922, is 16 stories and two basements high, on caissons. Walter W. Ahlschlager was the architect and Lieberman & Hein were the engineers. An illustration and a brief description are in OBD for 1929, p. 280.

233 E. WALTON PLACE building, at the southwest corner of N. DeWitt place, built in 1922, is 14 stories and one basement high, on concrete piles. Kenneth Franzheim was the architect. A photograph and a typical floor plan are in BW, p. 15.

32-34 S. STATE STREET building, built *ca.* 1922, is seven stories and two basements high. Photographs are in DSS.

TELEPHONE SQUARE building of the Illinois Bell Telephone Co., at the southwest corner of N. Franklin and W. Washington streets, built in 1922, is 13 stories and one basement high, on rock caissons. John Archibald Armstrong was the architect, R. H. Maveety the engineer. An illustration is in ISA for 1923, p. 484.

CHURCHILL APARTMENTS, at the southeast corner of N. State and E. Goethe streets, built in 1922 (H. L. Stevens & Co., architects), is nine stories high. A photograph and a typical floor plan are in BW, p. 80. An illustration is in ISA for 1922, p. 152.

THOM building, at the northeast corner of S. Clark and W. Harrison streets, built in 1922, is 10 stories and one basement high, on pile foundations. Davidson & Weiss were the architects and Lieberman & Hein the engineers. A photograph is in ISA for 1923, p. 152.

WALLER building, at the southwest corner of N. Michigan and E. Chicago avenues, built in 1922, now known as the Alliance building, is six stories and one basement high with a penthouse apartment, of reinforced concrete construction. Robert T. Newberry was the architect.

POPULAR MECHANICS building, at the northeast corner of N. St. Clair and E. Ontario streets, built in 1922, is seven stories and one basement high, of flat-slab reinforced concrete construction. Marshall & Fox were the architects.

KINZIE building, 1922-1934, at the southwest corner of Pine street (now N. Michigan avenue, extended) and E. Chicago avenue, was a six-story building with a high spire on its corner. Henry L. Newhouse was the architect.

231 E. DELAWARE PLACE, built in 1922, is 12 stories high, with one basement, on concrete piles. Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph and a typical floor plan are in BW, p. 65.

HARRIS-SELWYN THEATER, at 170-86 N. Dearborn street, on the southwest corner of W. Lake street, built in 1923, is three stories and one basement high, on spread foundations and hardpan caissons. Crane & Franzheim were the architects. The caissons were built just prior to the construction of the curve in the Dearborn Street Subway under the building. Photographs and floor plans are in WA for January, 1923, and photographs are in DSS. The Dickey building previously occupied this site.

844 N. RUSH STREET building, at the northwest corner of E. Pearson street, formerly known as the America-Fore building, built in 1923, is 12 stories and one basement high, on wood piles. Herman Hanselmann was the architect. A photograph is in OBD for 1941-42, p. 17.

AMERICAN FURNITURE MART building, at 666 N. Lake Shore Drive, was built in two sections. The east portion, built in 1923, 16 stories and one basement high, is on wood piles. Henry Raeder was the architect, with N. Max Dunning and George C. Nimmons as associate architects. An illustration is in ISA for 1923, p. 128. The west portion, built in 1926, 20 stories high plus a 10-story tower and one basement, is on caissons. George C. Nimmons and N. Max Dunning were the architects and Lieberman & Hein the engineers. A photograph is in CIM, p. 551, and in ISA for 1929, p. 676. When completed it was reputed to have the largest floor area of any multi-story building. A description, with an illustration of the completed building and a floor plan, is in WA for April, 1925, with numerous interior photographs.

CHICAGO TEMPLE building, at 77 W. Washington street, on the south-east corner of N. Clark street, was completed in 1923. It is 21 stories high, with an eight-story spire and one basement, on rock caissons. Holabird & Roche were the architects. Henry J. Burt was the engineer. The building is illustrated in ENR for April 17, 1924, and by photo in CIM, p. 578, and in OBD for 1929, p. 80. The Methodist Church Block previously stood on this site; an illustration is in RMNV, p. 141, with a brief description. It was four stories and one basement high. The Methodist Episcopal Church of Chicago erected a church on this site in 1845. John M. Van Osdel was the architect. It was succeeded in 1858 by the First Methodist Episcopal Church of Chicago building, a four-story marble structure, illustrated in HCA, Vol. II, p. 423; in CIM, p. 196; and in CIJ, with the Chamber of Commerce building 1.

LAKE SHORE DRIVE HOTEL, at 181 E. Lake Shore drive, completed in 1923, is 19 stories high, with one basement, on concrete piles. Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph is in CIM, p. 319, and in CYT, p. 59. A photograph and a typical floor plan are in BW, p. 49.

COVENANT CLUB, at 10 N. Dearborn street, built in 1923, is 11 stories and one basement high, on rock caissons. Walter W. Ahlschlager was the architect and Lieberman & Hein were the engineers. Photographs are in DSS.

SWIGART building, at 723 S. Wells street, built in 1923, is 10 stories and one basement high, on wood piles. Shankland & Pingrey were the architects and engineers.

30 E. ADAMS STREET building, at the northwest corner of S. Wabash avenue, fronting 100 feet on Adams and 116 feet on Wabash, was formerly known as the Hartman building. It was built in 1923 and is 12 stories and one basement high, on pile foundations. A. S. Alschuler was the architect. A photograph is in ISA for 1925, p. 128.

400 S. STATE STREET building, at the southwest corner of W. Van Buren street, formerly known as the Childs building, built *ca.* 1923, is seven stories and one basement high. Photographs are in DSS.

PEARSON HOTEL, at 190 E. Pearson street, built in 1923, is 12 stories high, with one basement, on concrete piles. Robert S. DeGolyer was the architect; Smith & Brown were the engineers. A photograph is in CIM, p. 529.

LONDON GUARANTEE building, at 360 N. Michigan avenue, on the southwest corner of E. Wacker drive, was built in 1923. A. S. Alschuler was the architect, and E. C. & R. M. Shankland were the engineers. The building is 21 stories high, with two basements, on rock caissons. A photograph and floor plans are in HSM, and in AF for September, 1924. A photograph is in CIM, p. 311, and in CYT, p. 54. An illustration is in OBD for 1929, p. 170. A pamphlet

describing and illustrating this building is on file at the Chicago Historical Society. A photograph of the building and a story of its sale by the original English owners are in *The Chicago Tribune* for November 5, 1946.

ARMORY building of the 122nd Field Artillery, on E. Chicago avenue at N. DeWitt place, was built in 1923 on concrete piles. Edgar D. Martin was the architect. In 1938 an addition was done by S. Milton Eichberg, architect.

CHICAGO UNION STATION, at S. Canal and W. Adams streets, was completed in 1924. Graham, Burnham & Co. were the architects and William Braeger the engineer. The building is five stories high with provisions for 16 additional stories, has one basement, and is on hardpan caissons. It is described in WSE for September, 1922, and December, 1925. Foundation tests on the caissons are described in WSE for February, 1924. The proposed station was illustrated in AR for July, 1915. Photographs and floor plans of the completed station are in AWG. Exterior and interior photographs are in CAA. Photographs are in ISA for 1929, p. 494; in C, p. 167; in CIM, p. 438; in CCP, p. 115; and in WA for January, 1926. A full description with floor plans and numerous views is in AF for February, 1926. The former Union Passenger Station (q.v.), adjacent to this site, is illustrated in HCA, Vol. III, p. 229, and by photograph in CIM, p. 437.

CONTINENTAL ILLINOIS BANK building, at 231 S. LaSalle street, formerly known as the Illinois Merchants Bank building, was completed in 1924. Graham, Anderson, Probst & White were the architects and William Braeger the engineer. The building is 19 stories high, with two basements, on rock caissons. An illustration is in ISA for 1923, p. 120. Photographs and floor plans are in AWG. A photograph is in HE, and in CIM, p. 566.

CONTINENTAL COMPANIES building, at the southwest corner of S. Michigan avenue and E. Jackson street, formerly the 310 S. Michigan Avenue building and originally the Straus building, was built in 1924. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson the engineer. The building is 21 stories high, with a nine-story tower and two basements, supported on rock caissons. A description and an illustration are in AF for April, 1925, and in AR for May, 1925. Photographs and floor plans are in AWG. A photograph is in CAA; in HSM; and in CIM, p. 544. An illustration is in OBD for 1929, p. 319.

BUTLER building, at 162 N. State street, built in 1924, has 16 stories with one basement, and is carried on hardpan caissons. C. A. Eckstorm was the architect. Photographs are in DSS. An illustration is in OBD for 1929, p. 63, and in ISA for 1926, p. 166.

PARKE, DAVIS & CO. building, at 130 N. Franklin street, built in 1924, is 10 stories high, with one basement, on caissons. Fugard & Knapp were the architects and Lieberman & Hein the engineers.

720 N. MICHIGAN AVENUE building, at the southwest corner of E. Superior street, formerly known as the Central Life building, was built in 1924. It is 16 stories and one basement high, on rock caissons. Burnham Brothers were the architects. An illustration is in OBD for 1941-42, p. 359, and in ISA for 1923, p. 154.

129 S. MARKET STREET building, built in 1924, is eight stories and one basement high.

209 E. LAKE SHORE DRIVE building, built in 1924, is 18 stories and one basement high, on pile foundations. Benjamin H. Marshall was the architect. A photograph and a typical floor plan are in BW, p. 10. A photograph is in ISA for 1925, p. 566, and in CYT, p. 59. It is a cooperative apartment building consisting of 34 apartments of 14 rooms and seven baths each, and has a garage for 60 cars.

FABRICS building, at 323 S. Franklin street, built in 1924, is 12 stories and one basement high, on pile foundations.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 31. STEVENS HOTEL, 1927

CENTRAL CHICAGO GARAGE, at 351 N. State street, built in 1924, is 10 stories and one basement high, on pile foundations. Robert O. Darrick of St. Louis was the architect. Photographs are in DSS.

LAKE SHORE CLUB, at 850 N. Lake Shore drive, on the southwest corner of E. Chestnut street, built in 1924, is 18 stories and one basement high, on wood piles. Jarvis Hunt was the architect. A photograph is in CIM, p. 450.

100 E. OHIO STREET building, at the northeast corner of N. Rush street, built in 1924, is six stories and one basement high, of reinforced concrete construction. Rapp and Rapp were the architects.

ALLERTON HOTEL, at 701 N. Michigan avenue, on the northeast corner of E. Huron street, formerly known as Chicago Allerton House was completed in 1924. Murgatroyd & Ogden of New York City were the architects, with John R. Fugard as associate. The building is 25 stories high, with two basements, supported on rock caissons. A photograph is in HSM; in CIM, p. 318; and in ISA for 1924, p. 420.

AMERICAN DENTAL ASSOCIATION building, at 222 E. Superior street, built *ca.* 1924, five stories and one basement high, on spread foundations, was remodeled in 1943 by Childs & Smith, architects, for occupancy by the National Offices of ADA.

SUPERIOR EXCHANGE building of the Illinois Bell Telephone Co., at the southeast corner of N. Dearborn and W. Erie streets, built in 1924, is three stories and one basement high, on caissons. Holabird & Roche were the architects, and Frank E. Brown was the engineer. A photograph is in ISA for 1925, p. 458. A partial fourth story was added in 1941 by Holabird & Root, architects.

BURNHAM building, at 160 N. LaSalle street, now known as the State of Illinois building, on the northwest corner of W. Randolph street, built in 1924, is 20 stories high, with one basement, supported on caissons. Burnham Brothers were the architects and E. C. & R. M. Shankland the engineers. A photograph is in CIM, p. 588, and an illustration and a description are in OBD for 1929, p. 58. This site was previously occupied in part by the Metropolitan Block, 1872-1923, a five-story building, fronting 180 feet on N. LaSalle street and 80 feet on W. Randolph street. It is described and illustrated in RMNV, pp. 133 and 134, and in LO for August, 1872, p. 133, with a description on p. 130. F. & E. Baumann were architects of the Metropolitan Block, which replaced a building of the same name, destroyed by the great fire of 1871, containing Metropolitan Hall, which had opened in 1854. A photograph of this latter building is in CYT, p. 11, and in CIM, pp. 76 and 389. Details of the sale of the Burnham building to the State of Illinois for state offices, and a photograph of the building, are in The Chicago Tribune of October 18, 1946.

LANSING APARTMENTS building, at 1036 N. Dearborn street, on the southwest corner of W. Maple street, built in 1924, is 10 stories and one basement high, of reinforced concrete construction, on wood piles. Oldefest & Williams were the architects.

220 E. DELAWARE PLACE apartment building, built in 1924, is seven stories high, of reinforced concrete construction, on spread foundations, with a frontage of 100 feet. Eckland, Fugard & Knapp were the architects and Lieberman & Hein the engineers. A photograph and a typical floor plan are in BW, p. 59. An illustration, floor plan, and description are in APB, pp. 34 and 35.

230 E. DELAWARE PLACE, built in 1925, is eight stories high, with one basement, on spread foundations. Eckland, Fugard & Knapp were the architects. A photograph, floor plan, and description are in APB, pp. 36 and 37.

HARRISON GARAGE building, at 606-12 S. Wabash avenue, built in 1925, is seven stories and one basement high, on wood pile foundations. The architect was F. Foltz.

BELL building, at 307 N. Michigan avenue, was built in 1925. It is 24 stories high, on hardpan caissons. Vitzhum & Burns were the architects. A photograph is in CIM, p. 310, and in CYT, p. 54. An illustration is in OBD for 1929, p. 44, and in ISA for 1924, p. 158.

180 E. DELAWARE APARTMENTS building, built in 1925, is 11 stories high, with one basement, on wood piles. B. Leo Steif & Co., Inc., were the architects and Samuel Klein the engineer. A photograph and a typical floor plan are in BW, p. 32.

201 E. DELAWARE PLACE, built in 1925, is 17 stories high, with one basement, of reinforced concrete, on wood piles. Fugard & Knapp were the architects and James B. Black the engineer. A photograph is in AF for September, 1930.

1120 N. LAKE SHORE DRIVE, at the southwest corner of E. Elm street, built in 1925, is 18 stories and one basement high, on piles. Robert S. DeGolyer and Walter T. Stockton were the architects. Photographs and a floor plan are in WA for April, 1926, and a photograph and a typical floor plan are in BW, p. 43.

20 E. CEDAR STREET building, built in 1925, is 19 stories and one basement high, on a reinforced concrete mat. Fugard & Knapp were the architects and Samuel L. Klein the engineer. It is reported that one corner has a settlement of 12 inches and an adjacent corner a settlement of 20 inches, and that at present there is an annual settlement of about $\frac{3}{16}$ inches uniformly under the building. Photographs and a brief description are in BW, p. 55.

CASS HOTEL, at 640 N. Wabash avenue, built in 1925, is 16 stories and one basement high, on caissons. Oldefest & Williams were the architects.

CONGRESS BANK building, at 500-14 S. Wabash avenue, on the southwest corner of E. Congress street, formerly known as the Congress-Wabash building, built in 1925, is seven stories and one basement high, on pile foundations. A. S. Alschuler was the architect. Photographs are in DSS. A description and an illustration are in OBD for 1929, p. 91. It is anticipated that a sidewalk arcade will be constructed under the north bay of the building when E. Congress street is widened.

18 E. ELM STREET building, built in 1925, is 10 stories and one basement high, on spread foundations. William P. Doerr was the architect. Photographs are in DSS, and in ISA for 1925, p. 158.

FURNITURE EXHIBITION building, at 433 E. Erie street, built in 1925, is 11 stories and one basement high, on pile foundations. A. S. Alschuler was the architect.

820 N. MICHIGAN AVENUE building, built in 1925, is 17 stories and one basement high, on rock caissons. Schmidt, Garden & Erickson were the architects.

JOHN R. THOMPSON building, later known as the Michigan-Ohio building, at the northwest corner of N. Michigan avenue and E. Ohio street, built in 1925, is eight stories and one basement high, on spread foundations. A. S. Alschuler was the architect. A photograph is in CIM, p. 317, and in OBD for 1941-42, p. 236.

THREE SISTERS building, at 26-28 S. State street, formerly known as the Kresge building, built in 1925, is seven stories high, with two basements, on caisson foundations. The two lower stories were remodeled in 1941 for the present occupancy. Photographs are in DSS.

1540 N. LAKE SHORE DRIVE building, built in 1925, is 16 stories high. Huszagh & Hill were the architects and J. W. McCarthy the consulting architect. A photograph and a typical floor plan are in BW, p. 13. See also AF for September, 1930. A photograph and details of the sale of the building to its tenants as a cooperative project are in The Chicago Tribune of February 2, 1947. A photograph and floor plan are in AAH, pp. 46 and 49.

GOODMAN MEMORIAL THEATER, east of the Art Institute on the southwest corner of S. Columbus drive and E. Monroe street, was built in 1925, one story above grade. Howard Van Doren Shaw was the architect. A photograph is in CYT, p. 45, and in CIM, p. 485.

DUNHAM building, at 450 E. Ohio street, built in 1926, is eight stories and one basement high, on wood piles. Burnham Brothers were the architects and Charles Harkins the engineer. An illustration and a description are in The Herald Examiner of November 11, 1925, and a photograph is in AF for July, 1927.



Courtesy of F. M. Sperberg, Chicago, Illinois

FIG. 32. 1400 LAKE SHORE DRIVE: UNDER CONSTRUCTION, 1927

WACKER HOTEL, at 109 W. Huron street, built in 1926, is 12 stories and one basement high, on pile foundations. Levy & Klein were the architects and A. Epstein the engineer. A photograph is in ISA for 1927, p. 322.

SENECA HOTEL, at 200 E. Chestnut street, on the northeast corner of N. Seneca street, built in 1926, is 16 stories and one basement high, on pile foundations. Burnham Brothers were the architects and Smith & Brown the engineers. A description is in *The Herald Examiner* of August 2, 1925.

MARYLAND HOTEL, at 900 N. Rush street, on the northwest corner of E. Delaware street, built in 1926, is 17 stories and one basement high, on pile foundations. Louis Guenzel was the architect.

BERKSHIRE HOTEL, at 15 E. Ohio street, built in 1926, has 15 stories and one basement, on rock caissons. Bailot & Lauch were the architects.

ELIZABETH ARDEN building, at 68-70 E. Walton place, built in 1926, is 12 stories high. Hess & Weeks of New York were the architects and A. N. Rebori the consulting architect. Smith & Brown were the engineers.

RICHMAN BROTHERS building, at 114-18 S. State street, built in 1926, is six stories and two basements high. Photographs are in DSS.

1320 N. STATE STREET apartment building, built in 1926, is 15 stories and one basement high, of reinforced concrete construction on pile foundations. The frontage is 124 feet. Robert S. DeGolyer and Co. were the architects and Smith & Brown the engineers. Photographs and floor plans are in AAH, pp. 60, 61, 62, and 63.

PORTLAND CEMENT ASSOCIATION building, at 29-35 W. Grand avenue, on the southeast corner of N. Dearborn street, is five stories and two basements high, of concrete construction, on caisson foundations, designed for 10 stories. It was built in 1926 by Holabird & Roche, architects, and Frank E. Brown, engineer. An illustration is in ISA for 1925, p. 62, and a photograph is in WA for September, 1927. The first Rush Medical College building was erected on this corner in 1844. It was a one-story brick structure and cost \$3,500 (CIM, p. 73, illustrated).

METROPOLITAN BLOCK AND BISMARCK HOTEL, at the southwest corner of N. LaSalle and W. Randolph streets, extending along the latter to N. Wells street, was built in 1926, of steel frame construction, on rock caissons. Rapp & Rapp were the architects and Lieberman & Hein the engineers. The office portion is 22 stories high and the hotel 16 stories, both with one basement. The Palace Theater, in the W. Randolph street portion, has 2500 seats. A photograph is in OBD for 1941-42, p. 228. The Randolph Hotel, at 179-85 W. Randolph street, a four-story building, later called the Bismarck Hotel, formerly occupied the N. Wells street corner. A photograph is in *The Hotel Monthly* for June, 1912. Interior photographs are in CIM, p. 140.

STANDARD CLUB building, at 320 S. Plymouth court, built in 1926, is 10 stories high, with one basement, on rock caissons. Albert Kahn of Detroit was the architect. An illustration is in ISA for 1925, p. 318. A photograph is in CIM, p. 370, and a photograph and floor plans are in WA for February, 1928. An illustration of the home of the club from 1870 to 1889 is in CIM, p. 459, and at p. 198 is a photograph of the building next occupied by the club.

32 W. RANDOLPH STREET building, formerly known as the Chicago Real Estate Board building, and originally as the New United Masonic Temple and Oriental Theater, was built in 1926. It is 22 stories high, with one basement, of steel frame construction, on rock caissons. Rapp & Rapp were the architects and Lieberman & Hein the engineers. The Oriental Theater has 3200 seats. A photograph is in CIM, p. 435, and photographs of the building and the theater are in WA for December, 1926.

METHODIST BOOK CONCERN building, at 740 N. Rush street, on the northwest corner of E. Superior street, built in 1926, is seven stories high, with one basement, on wood piles. Thielbar & Fugard were the architects and Lieberman & Hein the engineers.

EASTGATE HOTEL, at 162 E. Ontario street, built in 1926, is 15 stories and one basement high, on wood piles. Oman & Lilienthal were the architects and Samuel Klein the engineer. Photographs and floor plans are in WA for March, 1927. An illustration is in ISA for 1925, p. 304.

SINGER building, at 120 S. State street, built in 1926, is 10 stories and one basement high, on rock caissons. Mundie & Jensen were the architects. Photographs are in DSS.

MOZART APARTMENT HOTEL, at 100-04 E. Chestnut street, on the northwest corner of N. Ernst court, built *ca.* 1926, is of reinforced concrete construction, 14 and 15 stories and one basement high.

HIBBARD, SPENCER, BARTLETT & CO. building, now the Mandel-Lear building, at 211 E. North Water street, was built in 1926. Graham, Anderson, Probst & White were the architects. The building is 14 stories high, with one basement, on piles and rock caissons. Photographs are in AWG; in WA for April, 1927; and in A for April, 1927, and November, 1927. A photograph and details of the sale by the original owners are in The Chicago Tribune of November 8, 1946.

PURE OIL building, at 35 E. Wacker drive, on the southwest corner of N. Wabash avenue, formerly the Jewelers building, was built in 1926. Giaver & Dinkelberg were the engineers and architects, and Thielbar & Fugard the supervising architects. The building is 24 stories high, with a 17-story tower and three basements, supported on rock caissons. A photograph is in CAA; in C, p. 57; in HSM; in OBD for 1929, p. 277; and in CIM, p. 315.

MCKINLOCK CAMPUS of Northwestern University, at N. Lake Shore drive, E. Chicago avenue, N. Fairbanks court and E. Superior street, contains the following buildings: *Montgomery Ward Memorial*, built in 1926, 14 stories high with a five-story tower, illustrated in WA for February, 1927 (F. William Seidensticker, engineer); *Wieboldt Hall of Commerce*, built in 1926, eight stories high; *Levy Mayer Hall of Law*, and the *Gary Law Library* (Lieberman & Hein, engineers), built in 1927, four stories high; and *George R. Thorne Hall* (F. William Seidensticker, engineer), built in 1932. All are on wood piles. James Gamble Rogers was the architect, and Childs & Smith were the associated architects. These buildings are described and illustrated in A for June, 1927; CIM, p. 551; AA for July 20, 1927, pp. 77-115; AF for November, 1927; and Power for February, 1927. Photographs of the various buildings are in CAA, and in C, pp. 79 and 90.

20 E. DELAWARE PLACE APARTMENTS building, at 16-22 E. Delaware place, built in 1926, is 16 stories and one basement high, of steel frame and reinforced concrete construction, on rock caissons. John Archibald Armstrong was the architect.

240 E. DELAWARE PLACE building, at the northwest corner of N. DeWitt place, built in 1926, is 10 stories and one basement high, with a penthouse, and is of reinforced concrete construction. Leichenko & Esser were the architects.

DE WITT HOTEL, at 244 E. Pearson street, on the northeast corner of N. DeWitt place, built in 1926, is 19 stories and one basement high, on pile foundations. Robert S. DeGolyer was the architect.

CHICAGO EYE, EAR, NOSE AND THROAT HOSPITAL, at 231 W. Washington street, on the southeast corner of N. Franklin street, built in 1927, is 10 stories and one basement high, on rock caissons. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers.

BUILDERS building, at 228 N. LaSalle street, was built in 1927. Graham, Anderson, Probst & White were the architects. The building is 22 stories high, with two basements, on rock caissons. Photographs and plan are in AWG. An illustration is in OBD for 1929, p. 52. A photograph is in ISA for 1927, p. 138, and in CIM, p. 590.

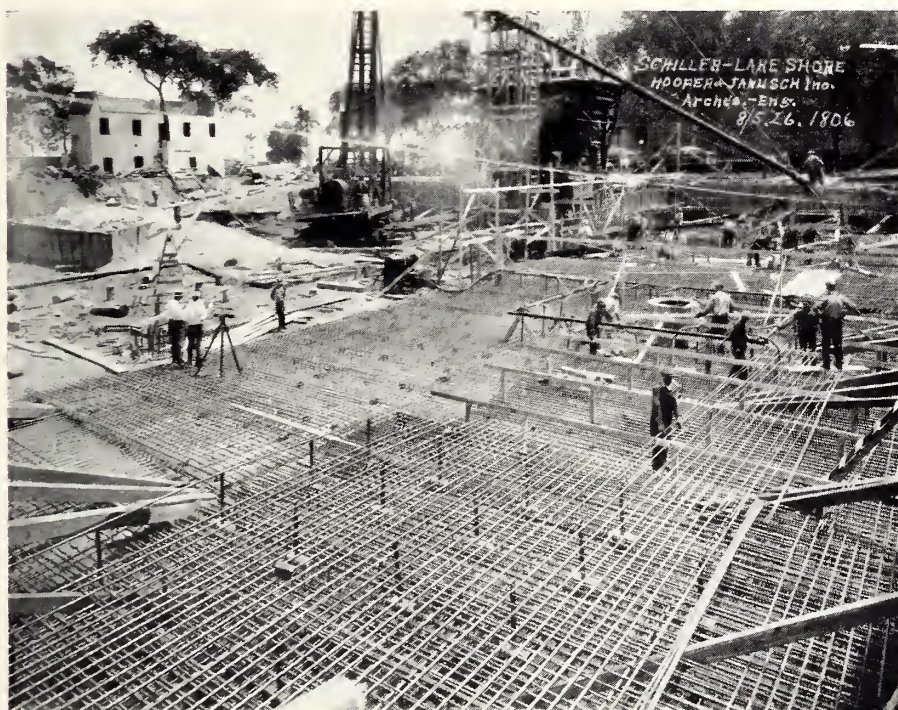
CHICAGO MERCANTILE EXCHANGE building, at 110 N. Franklin street, on the northwest corner of W. Washington street, was built in 1927. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers. The building is 17 stories high, with one basement, on rock caissons. It is illustrated in A for March, 1927, and by photograph in CIM, p. 589, and in ISA for 1929, p. 394. An illustration and a brief description are in OBD for 1929, p. 211. The Ogden House, a four-story building, occupied this corner formerly,

with a frontage of 80 feet on each street. A special news bulletin of RB of October 21, 1948, contains a photograph and description of the present building, and states that the new owner will add three stories.

70 E. CEDAR STREET apartment building, built in 1927, is 13 to 17 stories high. McNally & Quinn were the architects and engineers. A photograph and a typical floor plan are in BW, p. 45.

KNICKERBOCKER HOTEL, at 163 E. Walton place, formerly the Davis Hotel, built in 1927, is 14 stories high, of reinforced concrete, with one basement, on wood piles. Rissman & Hirschfield were the architects and Samuel Klein the engineer.

1400 N. LAKE SHORE DRIVE apartment building, at the northwest corner of E. Schiller street, built in 1927, is 21 stories and one basement high, on a concrete mat foundation. Hooper & Janusch were the architects and Frank A. Randall the engineer. The construction is all reinforced concrete, with steel H-beam cores in the lower stories of the columns. An illustration is in ISA for 1926, p. 298, and a photograph and a typical floor plan are in BW, p. 24.



Courtesy of F. M. Sperberg, Chicago, Illinois

FIG. 33. 1400 LAKE SHORE DRIVE: MAT FOUNDATION, 1926

FARWELL building, at 664 N. Michigan avenue, on the northwest corner of E. Erie street, was built in 1927. Philip Maher was the architect. The building is 11 stories high with $1\frac{1}{2}$ basements, on piles. It is illustrated in A for May, 1928, and February, 1929, and in OBD for 1929, p. 113.

MORTON building, at 208 W. Washington street, on the northwest corner of N. Wells street, was built in 1927. Graham, Anderson, Probst & White were the architects; Magnus Gunderson was the engineer. The building is 23 stories high with two basements, on rock caissons. Photographs are in ISA for 1926, p. 510, in AWG, and in HE. An illustration and a description are in OBD for 1928, p. 226.

200 N. MICHIGAN AVENUE building, at the northwest corner of E. Lake street, formerly known as the Tobey building, was built in 1927. Holabird & Root were the architects, and Frank E. Brown the engineer. The building is six stories high, with one basement, on wood pile foundations. A photograph is in CIM, p. 309; in ISA for 1926, p. 148; in A for January, 1930; and in WA for September, 1927.

1448 N. LAKE SHORE DRIVE apartment building, at the southwest corner of E. Burton place, built in 1927, is 18 stories high. Childs & Smith were the architects. A photograph and a typical floor plan are in BW, p. 14.

ADAMS-FRANKLIN building, at 222 W. Adams street, built in 1927, is 16 stories and one basement high, on pile foundations. A. S. Alschuler was the architect. A photograph is in ISA for 1927, p. 364, and an illustration is in OBD for 1941-42, p. 13. Butler Bros. building, at 212-16 W. Adams street, six stories and one basement high, was formerly on the east portion of this site; it is illustrated in CAC, p. 198.

300 W. ADAMS STREET building, at the northwest corner of S. Franklin street, built in 1927, is 12 stories and one basement high, on pile foundations. Jens J. Jensen was the architect, and Lieberman & Hein were the engineers. A photograph is in ISA for 1929, p. 310.

AMBASSADOR EAST building, at the northeast corner of N. State and E. Goethe streets, built in 1927, is 16 stories and one basement high, on wood piles. Robert S. DeGolyer & Walter T. Stockton were the architects and Smith & Brown the engineers. A photograph is in ISA for 1927, p. 326.

MADISON-LASALLE building, at 173 W. Madison street, built in 1927, is 16 stories and one basement high, on hardpan caissons. Frank D. Chase was the architect and engineer. An illustration and a description are in OBD for 1929, p. 179.

WILMAR HOTEL, at 11 W. Division street, built in 1927, is 12 stories and one basement high. Harry Dalsey was the architect. It was built on pile foundations, but hardpan caissons were installed in 1940 on each side of the State street subway, which now curves under the building. Photographs are in DSS.

DEVONSHIRE HOTEL, at 19 E. Ohio street, built in 1927, is 15 stories and one basement high, on pile foundations. Ralph C. Harris was the architect, and Lieberman & Hein were the engineers.

SOUTH LOOP GARAGE building, at 318 S. Federal street, built in 1927, is 10 stories and one basement high, on pile foundations. A. S. Alschuler was the architect.

210 E. PEARSON STREET building, built in 1927, is 16 stories and one basement high, of reinforced concrete frame on spread foundations. Huszagh & Hill were the architects. An illustration is in AF for September, 1930, p. 327. A photograph and a floor plan are in AAH, pp. 47 and 48.

1117 N. DEARBORN STREET building, built in 1927, is nine stories high, with no basement, on spread foundations. Morris L. Bein was the architect.

100 W. MONROE STREET building, at the northwest corner of S. Clark street, built in 1927, is 22 stories and one basement high, on caissons. Frank D. Chase was the architect and engineer. The west bay uses air right over a cow path, reserved in an old deed (AAC, p. 54). A photograph is in OBD for 1941-42, p. 281, and in ISA for 1926, p. 496.

CROYDON HOTEL, at 616 N. Rush street, formerly known as the McCormick Hotel, built in 1927, is 16 stories and one basement high, on wood piles. Edmund J. Meles was the architect and Frank A. Randall the engineer.

900 N. MICHIGAN AVENUE building, at the northwest corner of E. Delaware street, completed in 1927, is nine stories and one basement high. Jarvis Hunt was the architect and Lieberman & Hein were the engineers. The north wall is supported on rock caissons, the rest of the building on wood piles. The building is designed for 20 stories and a tower. Photographs and a brief description are in BW, pp. 40 and 41. A photograph is in CIM, p. 591, and in ISA for 1926, p. 628.

BANKERS building, at 105 W. Adams street, on the southwest corner of S. Clark street, completed in 1927, is 41 stories high, with one basement, on rock caissons. Burnham Brothers were the architects and Charles Harkins the engineer. An illustration is in ISA for 1926, p. 152; a photograph is in CIM, p. 564; and a photograph and floor plans are in WA for June, 1928. An illustration and a description are in The Chicago Tribune of April 1, 1926. A photograph is in CAA, and in OBD for 1941-42, p. 35.

HARVESTER building, at 180 N. Michigan avenue, on the southwest corner of E. Lake street, formerly known as the Lake-Michigan building, was completed in 1927. It is 23 stories high, with one basement, on rock caissons. A. S. Alschuler was the architect, and Liberman & Hein were the engineers. A photograph is in CIM; in ISA for 1926, p. 380; and in WA for October, 1927. An illustration is in OBD for 1929, p. 164.

STEVENS HOTEL, at the southwest corner of S. Michigan avenue and E. Balbo street, was completed in 1927, by Holabird & Roche, architects, Frank E. Brown, structural engineer, and Henry J. Burt as consulting engineer. The largest hotel in the world, it is 25 stories high with a four-story tower and from two to five basements, supported on rock caissons. A description, with photographs and floor plans, is in WSE for December, 1926. A photograph and floor plans are also in HSM. A photograph is in C, p. 146; in CAA; and in CIM, p. 449. The STEVENS HOTEL SERVICE building, at 723 S. Wabash avenue, was completed in 1926. It is 12 stories high, with two basements, on rock caissons, and was designed by the same architects. A photograph of the two-story Arcade building, formerly on the site of the Stevens Hotel, is in CYT, p. 44, and in CIM, p. 298.

14 W. ELM STREET building, built in 1927, is 18 stories and one basement high, on pile foundations. William Bernhard was the architect. Photographs are in DSS. An illustration is in ISA for 1929, p. 652.

MEDICAL AND DENTAL ARTS building, now known as the 185 N. Wabash Avenue building, at the southeast corner of E. Lake street, was built in 1927. It is 23 stories and one basement high, on rock caissons. Burnham Brothers were the architects and Charles Harkins the engineer. A photograph, floor plans, and a description are in The Chicago Tribune of May 2, 1926. A photograph is in OBD for 1941-42, p. 219.

DELAWARE TOWERS building, at 25 E. Delaware street, on the southwest corner of N. Wabash avenue, built in 1927, is 17 stories and one basement high, on wood piles. Hooper and Janusch were the architects and Frank A. Randall the engineer. A photograph and a typical floor plan are in BW, p. 57.

PITTSFIELD building, at 55 E. Washington street, on the southeast corner of N. Wabash avenue, with a frontage of 163 feet on the former and 120 feet on the latter, is on the site of the Drake-Farwell Block 3, which was previously the home site of John B. Drake. The building was completed in 1927 by Graham, Anderson, Probst & White, architects, and William Braeger, engineer. It is 21 stories high, with a 17-story tower and three basements, supported on rock caissons. A photograph is in ISA for 1927, p. 150, and in HE. Photographs and floor plans are in AWG, and an illustration is in OBD for 1929, p. 268. The first Drake-Farwell building, seven stories high, was completed and burned in 1870; it is illustrated in LO for March, 1870, p. 55. The second, five stories high, was completed in 1871 (LO for April, 1871, p. 114) and burned in the great fire of 1871; it is illustrated in GCSU, and in HCA, Vol. II, p. 574. The third, built in 1872, was a duplicate of the second, and was known later as the Tobey Furniture Co. building. A photograph is in CIM, p. 321. One story was added by John M. Van Osdel, architect, in 1890; a photograph is in CIM, p. 324. A view of the building is in RMNV, p. 125, with a brief description. John M. Van Osdel was the architect of the three buildings.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 34. MERCHANDISE MART, 1929

STARCK PIANO CO. building, at 234 S. Wabash avenue, built in 1927, is seven stories and one basement high. Graven and Mayger were the architects and Lieberman & Hein the engineers.

PLYMOUTH COURT GARAGE, at 701-09 S. Plymouth court, built in 1927, is six stories and one basement high. Lewis E. Russell was the architect.

STARCK building, at 230-32 S. Wabash avenue, built in 1927, is 10 stories and one basement high, on pile foundations. Frank D. Chase was the architect and engineer. An illustration is in OBD for 1929, p. 305.

MIDLAND HOTEL, at 176 W. Adams street, formerly known as the Midland Club building, built in 1927, is 22 stories high, with two basements, on caissons. Karl M. Vitzhum was the architect. A photograph of the lobby is in ISA for 1929, p. 662. An illustration is in OBD for 1929, p. 218, and in CIM, p. 564.

INSURANCE CENTER building, at 330 S. Wells street, on the northwest corner of W. Van Buren street, built in 1927, is 16 stories and one basement high, on caissons. David Saul Klafter and James G. Ludgin were the architects. An illustration is in OBD for 1941-42, p. 166. On March 2, 1947, an explosion occurred directly across Van Buren street, beneath the sidewalk. Considerable damage was caused to the interior of this building.

211 E. DELAWARE PLACE building, built *ca.* 1927, is 16 stories and one basement high, of reinforced concrete construction. Oldefest & Williams were the architects.

10 W. ELM STREET APARTMENTS building, at the northwest corner of N. State street, built in 1928, is 20 stories high, with one basement, on wood piles. B. Leo Steif & Co., Inc., were the architects and Samuel Klein the engineer. Photographs are in DSS, and an illustration and typical floor plan are in BW, p. 76.

MATHER TOWER building, at 75 E. Wacker drive, now the Lincoln Tower building, completed in 1928, is 24 stories high, with an 18-story tower (521 feet, total height) and two basements, on rock caissons. Herbert H. Riddle was the architect, and Lieberman & Hein were the engineers. Because of the large ratio of height to width it was necessary to anchor the columns into the caissons. A photograph is in CIM, p. 311; in CYT, p. 54; and in ISA for 1927, p. 136. A photograph and a description of the building, with steel framing plan and details, are in ENR for November 24, 1927.

220-24 E. CHESTNUT STREET building, built in 1928, is 19 stories high, of reinforced concrete, with one basement, on wood piles. Rissman & Hirschfeld were the architects and Samuel Klein the engineer. An illustration and a floor plan are in AAH, pp. 50 and 51.

120 S. LASALLE STREET building, formerly known as the State Bank building, was completed in 1928. Graham, Anderson, Probst & White were the architects, and William Braeger was the engineer. The building is 22 stories in height, with three basements, on rock caissons. It is illustrated in A for March, 1927, and in AWG, with floor plans. A photograph is in ISA for 1929, p. 158, and in CIM, p. 588. An illustration is in OBD for 1929, p. 306.

203 N. WABASH AVENUE building, formerly known as the Old Dearborn Bank or the Dearborn State Bank building, at the northeast corner of E. Lake street, was built in 1928, 22 stories high, with two basements, of steel frame construction, on rock caissons. Rapp & Rapp were the architects and Lieberman & Hein the engineers. An illustration is in OBD for 1929, p. 245. A photograph is in CIM, p. 571. This site was occupied previously by the Reed Block, a five-story and basement building, built in 1872 (Wheelock & Thomas, architects), an illustration of which is in LO for April, 1872, p. 68, with a description on p. 54.

CENTRAL POLICE STATION AND COURTS building, at 1121 S. State street, built in 1928, is 13 stories high, with two basements, on rock caissons. Graham, Anderson, Probst & White and Argyle Robinson were the architects, and Magnus Gunderson was the engineer. A photograph is in CIM, p. 488, and in DSS.

TIMES building, at 211 W. Wacker drive, now the Sun-Times building and formerly known as the Chicago Evening Post building, was built in 1928. Holabird & Root were the architects and Frank E. Brown the engineer. The building is 19 stories high, with two basements, on hardpan caissons. It is illustrated in A for October, 1927, and in OBD for 1929, p. 74. A photograph is in CIM, p. 590.

ENGINEERING building, at 205 W. Wacker drive, was completed in 1928, with Burnham Brothers as the architects and Frank D. Chase as the engineer. The building is 23 stories high, with two basements, on hardpan caissons. It is illustrated in WSE for April-May, 1927. A photograph is in CIM, p. 590. A description of the building, with a photograph, floor plan, steel framing plan and details, is in ENR for February 16, 1928.

447-511 S. CLARK STREET building, 1928-1947 (Holabird & Roche, architects) was built for the temporary use of the Board of Trade while their building at the southwest corner of S. LaSalle and W. Jackson streets was being demolished and the present building was being erected. The west portion of the second floor was used as the board room; it was three stories high. The east portion of the building was four stories high. A basement under the entire building was used for a ramp garage. The building was condemned and removed by the Department of Subways and Superhighways of the City of Chicago, in connection with the Congress street widening. Photographs are in DSS.

333 N. MICHIGAN AVENUE building was completed in 1928. Holabird & Root were the architects, and Frank E. Brown the engineer. The building is 35 stories high, with four basements, on rock caissons. Photographs are in CAA; in CIM, p. 311; in A for January, 1930; and in ISA for 1929, p. 492. A photograph and floor plans are in HSM. Exterior and interior illustrations are in AR for February, 1929, and an illustration is in OBD for 1929, p. 330.

DE PAUL UNIVERSITY building, 64 E. Lake street, built in 1928, is 16 stories high, with two basements, on rock caissons. Vitzhum & Burns were the architects. It is illustrated in CIM, p. 549, and in OBD for 1941-42, p. 97.

CHICAGO WOMEN'S CLUB building, at 72 E. Eleventh street, was built in 1928, six stories high, with one basement, on wood piles. Holabird & Roche were the architects, and Frank E. Brown the engineer. Photographs are in A for January, 1930, and in CIM, p. 593.

1301 N. ASTOR STREET APARTMENTS, at the northeast corner of E. Goethe street, built in 1928, is 15 stories and one basement high. Philip B. Maher was the architect. An illustration is in AF for October, 1936, p. 296, and in ISA for 1930-31, p. 358. Illustrations and a description are in AR for March, 1932, pp. 167-98.

MILLINERY MART building, at 65 E. South Water street, on the southwest corner of N. Garland court, formerly the Millinery building, was built in 1928. It is 24 stories high, with one basement. Rissman & Hirschfield were the architects and Samuel Klein the engineer. The building is of steel skeleton construction with reinforced concrete floors and is supported on hardpan caissons except on the lot lines, where they are to rock. An illustration is in OBD for 1941-42, p. 364.

FINCHLEY building, at 23 E. Jackson street, built in 1928, is 15 stories and one basement high, on caissons. A. S. Alschuler was the architect and Lieberman & Hein were the engineers.

ST. CLAIR HOTEL, at 162 E. Ohio street, on the northwest corner of N. St. Clair street, built in 1928, is 22 stories and one basement high, on wood piles. Oman & Lilienthal were the architects and Samuel Klein the engineer. An illustration is in ISA for 1927, p. 114, and a photograph and a typical floor plan are in BW, p. 48.

1430 N. LAKE SHORE DRIVE apartment building, built in 1928, is 23 stories high. Robert S. DeGolyer & Co. were the architects and Smith & Brown the engineers. Photographs and a floor plan are in AAH, pp. 66 and 67.

211-15 E. CHESTNUT STREET building, built in 1928 and known also as the Chatelaine Tower Apartments, is 21 stories and one basement high, on caissons. Roy France was the architect.



FIG. 35. MEDINAH, 1929

40 E. OAK STREET building, built in 1928, is 20 stories and one basement high, on pile foundations. Morris L. Bein was the architect.

CANTERBURY COURT APARTMENT HOTEL, at 1214-18 N. State street, built in 1928, is 17 stories and one basement high, of reinforced concrete construction, on wood piles. Ralph C. Harris was the architect and S. J. Branson the engineer.

DEARBORN-LAKE GARAGE, at 30 W. Lake street, built in 1928, is 10 stories and one basement high, on caissons. D. D. Meredith was the architect. Photographs are in DSS.

73 E. ELM STREET building, built in 1928, is 13 stories and one basement high, on spread foundations. McNally & Quinn were the architects and engineers. An illustration and a typical floor plan are in BW, p. 23.

30 W. WASHINGTON STREET building, formerly known as the Stop and Shop building, built in 1928, is 17 stories and two basements high, on rock caissons. Schmidt, Garden & Erikson were the architects. Photographs are in DSS. An illustration and a description are in OBD for 1929, p. 328.

WOMAN'S ATHLETIC CLUB, at 626 N. Michigan avenue, built in 1928, is seven and nine stories and one basement high, on pile foundations. Philip B. Maher was the architect. A photograph is in CIM, and in ISA for 1930-31, p. 434.

WHITEHALL APARTMENTS building, at 105 E. Delaware place, built in 1928, is a 21-story reinforced concrete building (235 feet high), with one basement, on 60-foot wood piles. Eugene H. Klaber and Ernest A. Grunsfeld, Jr., were the architects, with Loewenberg & Loewenberg associated, and Benjamin B. Shapiro as engineer. The concrete superstructure was erected in 56 full working days (ENR, June 7, 1928). A description, framing plan, and photograph of the building are in ENR for August 30, 1928. Illustrations and a description are in AR for March, 1929, pp. 213-215.

120 W. LAKE STREET building, built in 1928, is 10 stories and one basement high, on pile foundations. Hall, Lawrence & Ratcliffe were the architects and Samuel L. Klein the engineer. Photographs are in DSS.

NORTH LOOP GARAGE, at 70 W. Lake street, on the northwest corner of N. Garvey court, built in 1928, is 10 stories and one basement high, on pile foundations. Nimmons, Carr & Wright were the architects and E. J. Branson the engineer. Photographs are in DSS.

WOOLWORTH building, at 20-30 N. State street, built in 1928, is 10 stories and one basement high, on caissons. Walter W. Ahlschlager was the architect. Photographs are in DSS. The north portion of the building is four stories high and fronts also on W. Washington street (Nos. 9-21). Hillmans Store, a five- and six-story building, formerly occupied this site.

1140 N. LASALLE STREET apartment building, at 152-62 W. Elm street, built in 1928, is eight stories and one basement high.

100 N. LASALLE STREET building, formerly known as the Lawyers building, completed in 1929, is 25 stories high, with one basement, on hardpan caissons. Graven & Mayger were the architects and Lieberman & Hein the engineers. The steel superstructure was erected in 36 working days (ENR, June 7, 1928, with construction photograph). An illustration and a description are in OBD for 1929, p. 250. The Merchants building previously occupied this site.

McGRAW-HILL building, at 520 N. Michigan avenue, on the southwest corner of E. Grand avenue, built in 1929, is 17 stories high, with two basements, on wood piles. Thielbar & Fugard were the architects and James B. Black the engineer. A photograph is in A for October, 1929. Empberger cast-iron cores were used in the reinforced concrete columns. A description and a photograph of the building are in ENR for July 25, 1929. An illustration is in OBD for 1929, p. 204.

1100 N. DEARBORN STREET building, built in 1929, is 20 stories and one basement high, of reinforced concrete frame, on pile foundations. McNally & Quinn were the architects and Smith & Brown the engineers. An illustration is in AF for September, 1930, p. 321.

STERLING building, at the northeast corner of N. Michigan avenue and E. Superior street, built in 1929, is five and six stories high. Andrew Rebori was the architect.

DEARBORN PLAZA building, at 1032 N. Dearborn street, built in 1929, is 15 stories and one basement high, on piles. Morris L. Bein was the architect.

DRAKE TOWER APARTMENTS, at 179 E. Lake Shore drive, was built in 1929. Benjamin H. Marshall was the architect. The building is 29 stories high, with one basement, supported on piles. It is illustrated in A for May, 1928. An illustration and a typical floor plan are in BW, p. 19, and in AAH, pp. 264 and 265; a photograph is in CYT, p. 59. A photograph and details of the proposal to change the ownership to a cooperative are in The Chicago Tribune of January 26, 1947.

180 W. WASHINGTON STREET building, formerly known as the Equitable building, built in 1929, is 12 stories and one basement high. Hyland & Corse were the architects. An illustration is in OBD for 1929, p. 111, and in ISA for 1926, p. 322. A photograph of the four-story building previously on this site is in CIM, p. 575.

HARRIET H. McCORMICK MEMORIAL Y. W. C. A., at 1001 N. Dearborn street, completed in 1929, is 10 stories high, with a two-story tower and two basements, on pile foundations. Berlin & Swern were the architects. An illustration is in CIM, p. 193, and a photograph is in CCP, p. 152.

CHICAGO MOTOR CLUB building, at 66 E. South Water street, was built in 1929. Holabird & Root were the architects and Frank E. Brown the engineer. The building is 17 stories high, with two basements, on rock caissons. Photographs are in A for January, 1930; in CIM, p. 550; in CYT, p. 54; and in OBD for 1929, p. 75.

AMERICAN NATIONAL BANK building, formerly the 33 N. LaSalle Street building and originally the Foreman National Bank building, at 33 N. LaSalle street, on the southeast corner of W. Washington street, was built in 1929. It is 38 stories high, with two basements, on rock and hardpan caissons. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. The building is illustrated in HSM, and in A for July, 1928; photographs and floor plans are in AWG; and a photograph is in CIM, p. 583. Foreman Brothers Bank building, at 117-25 W. Washington street, was a four-story building between the old Chamber of Commerce and the Chicago Opera House buildings; a photograph is in CYT, p. 87, and in CIM, p. 431.

CIVIC OPERA building, at 20 N. Wacker drive, occupying the block bounded by W. Madison street, N. Wacker drive, W. Washington street and the Chicago river, was finished in 1929. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. The building is 45 stories high, with one basement, on hardpan caissons. Photographs and floor plans are in AWG. Photographs are in CAA; and in A for January, 1930; and in HSM. Exterior and interior illustrations are in AF for April, 1930, and in C, p. 67, with a description. A description with a photograph and steel framing details is in ENR for November 14, 1929. Photographs during construction are in CIM, p. 592.

MERCHANDISE MART building, at 222 W. North Bank, occupying the block bounded by N. Wells, W. Kinzie, and N. Orleans streets and the Chicago river, was completed in 1929 as the world's largest building. It is more than twice the size of its nearest commercial rival and has about four million square feet of floor area. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. The building has 25 stories and one basement, and is supported on rock caissons on air-rights over the Chicago and Northwestern Railroad, whose terminal formerly occupied this site. Photographs and floor plans are in AWG. An illustration is in C, p. 140, and in CIM, p. 356. A photograph is in CAA; in ENR, June 5, 1930; and in WA for December, 1930.

SHEDD AQUARIUM, on the Outer drive at E. Roosevelt road, was built in 1929. It is a one-story building with one basement, on wood piles. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. A photograph is in CAA, and in A for January, 1930; an illustration is in CIM, p. 483; and photographs and floor plans are in AWG. A description and an illustration are in C, p. 39.

CHICAGO DAILY NEWS building, at 400 W. Madison street, occupying the block bounded by W. Washington, N. Canal, and W. Madison streets and the Chicago river, was completed in 1929. Holabird & Roche were the architects and Frank E. Brown the engineer. The building is 26 stories high, with three basements, on rock caissons. It is described and illustrated in WSE for January, 1929. A photograph and floor plans are in HSM. Photographs are in CAA; in C, p. 119; in ENR for August 1, 1929; and in A for January, 1930. An illustration is in CIM, p. 593.

The Chicago Daily News was started at 15 N. Wells street in a building which was constructed soon after the fire of 1871. From its beginning to October, 1891, The Daily News progressively filled one four-story building, three stories of a second, and two stories of a third. In a special new building edition of October 12, 1891, The Daily News is described as moving into its new brick building on Wells street, a four-story and high half-basement brick structure 81 by 84 feet, designed by Burnham & Root. The address of this building was also 15 N. Wells street. In later years The Daily News expanded to take in all or parts of the buildings from the alley on Wells street to the LaSalle Hotel on Madison street. Some of these were wrecked in 1931; the last of the old buildings were wrecked in 1935 (Thomas V. Sayers, Librarian, The Chicago Daily News).



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 36. CHICAGO DAILY NEWS, 1929

A photograph of a corner of the old building is in CIM, p. 413. The Wadsworth building, built in 1873 at 166-72 W. Madison street, with an 80-foot frontage, adjoined the LaSalle Hotel.

PALM OLIVE building, at 919 N. Michigan avenue, on the southeast corner of E. Walton street, was completed in 1929. Holabird & Roche were the architects and Verne O. McClurg the engineer. The building is 22 stories high, with a 14-story tower and two basements, and is supported on rock caissons. Photographs are in CAA; in C, p. 54; and in A for January, 1930. A photograph and floor plans are in HSM. Exterior and interior views and a floor plan are in AF for May, 1930. An illustration and a description are in OBD for 1929, p. 259. An illustration is in CIM, p. 594, and a photograph of the Lindbergh Beacon, atop the tower, is in CYT, p. 55.

CARBIDE & CARBON building, at 230 N. Michigan avenue, on the southwest corner of E. South Water street, built in 1929, is 40 stories high, with two basements, on rock caissons. Burnham Brothers were the architects and Charles Harkins the engineer. A photograph is in CAA; in CYT, p. 54; in CIM, p. 547; and in OBD for 1929, p. 68. An illustration and a description are in The Chicago Tribune of May 1, 1928.

188 W. RANDOLPH STREET building, at the northeast corner of N. Wells street, formerly the Steuben Club building, built in 1929, is 27 stories high, with a 15-story tower, on rock caissons. Vitzhum & Burns were the architects. A photograph is in CIM, p. 583. An illustration is in OBD for 1929, p. 312, and in ISA for 1929, p. 582.

WILLOUGHBY TOWER, at 8 S. Michigan avenue, on the southwest corner of E. Madison street, built in 1929, is 36 stories high, on caissons. Samuel N. Crowen was the architect. A photograph is in CIM, p. 547, and in CYT, p. 51. An illustration is in ISA for 1929, p. 286, and in OBD for 1929, p. 359. The eight-story Willoughby building previously occupied this corner.

MICHIGAN-CHESTNUT building, at the southwest corner of N. Michigan avenue and E. Chestnut street, was built in 1929, of reinforced concrete construction, seven stories and one basement high. Holabird & Root were the architects and Frank E. Brown the engineer.

HOOPS building, 1929-31, at 106-12 S. Wabash avenue, was seven stories and one basement high. It was replaced by the present six-story and one-basement addition to the Palmer House, built in 1931 by Holabird & Root, architects.

1325 N. ASTOR STREET building, a cooperative apartment building at the southeast corner of E. Banks street, built in 1929, is 14 stories high. Andrew N. Rebori was the architect. A photograph and a typical floor plan are in BW, p. 18. A photograph is in ISA for 1930-31, p. 108.

PASSAVANT HOSPITAL, at 303 E. Superior street, on the southeast corner of N. Fairbanks court, built in 1929, is 14 stories and one basement high, on pile foundations. Holabird & Root were the architects and Frank E. Brown the engineer. A photograph is in CAA; in CCP, p. 141; and in ISA for 1930-31, p. 584.

MUSIC CORPORATION OF AMERICA building, later known as the 430 N. Michigan Avenue building, built in 1929, is 13 stories and one basement high, on pile foundations. Loebli & Schlossman were the architects and Lieberman & Hein the engineers.

CHICAGO REAL ESTATE BOARD building, at 105 W. Madison street, on the southwest corner of S. Clark street, formerly known as the Loop Center building, was built in 1929. It is 23 stories and one basement high, on rock caissons. Burham Brothers were the architects and Charles Harkins the engineer. An illustration is in OBD for 1941-42, p. 185.

AMERICAN BANKERS INSURANCE CO. building, at 43 E. Ohio street, on the southeast corner of N. Wabash avenue, built in 1929, is 12 stories and one basement high, on wood pile foundations. Childs & Smith were the architects and F. William Seidensticker the engineer. It is illustrated in AA for February, 1929, and in Buildings and Building Management for October, 1929, with a full description. A photograph is in OBD for 1941-42, p. 18.

1242 N. LAKE SHORE DRIVE building, built in 1929, is 27 stories high. Robert S. DeGolyer was the architect; Smith & Brown were the engineers. An illustration is in ISA for 1930-31, p. 128.

1420 N. LAKE SHORE DRIVE building, built in 1929, is 19 stories high. Hooper & Janusch were the architects. An illustration and a typical floor plan are in BW, p. 25.

WELLS-JACKSON GARAGE building, at 316-26 S. Wells street, now known as the Junior Mart building, built in 1929, is seven stories and one basement high. Frederick Foltz was the architect.

JACKSON-FRANKLIN building, at 309 W. Jackson street, on the southwest corner of S. Franklin street, built in 1929, is 22 stories and one basement high, on rock caissons. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers. An illustration is in OBD for 1929, p. 156.

MEDINAH CLUB building, at 505 N. Michigan avenue, on the northeast corner of E. Illinois street, was later the Chicago Towers building, and then the Continental Hotel. It is now the Sheraton Hotel. It was finished in 1929. Walter W. Ahlschlager was the architect and Frank A. Randall the structural engineer. The building is 45 stories high, with two basements, on rock caissons. It is illustrated in A for February, 1929. A photograph is in CIM, p. 546; in CYT, p. 53; and in ISA for 1930-31, p. 576.

MARSHALL FIELD APARTMENTS, in the block bounded by W. Blackhawk, N. Sedgwick, W. Siegel streets and N. Hudson avenue, built in 1929, is six stories high, of reinforced concrete construction. Andrew J. Thomas was the architect, and Graham, Anderson, Probst & White were the architectural consultants. An illustration is in AF for September, 1930, p. 356.

HARRISON HOTEL, at 65 E. Harrison street, on the southeast corner of S. Wabash avenue, was built in 1930. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers. The building is 12 stories high, with one basement, supported on piles. It is illustrated in HE, and in ISA for 1930-31, p. 104.

ONE N. LASALLE STREET building, built in 1930, is 49 stories high, on rock caissons. Vitzhum & Burns were the architects. An illustration is in CIM, p. 546, and in OBD for 1929, p. 248.

201 N. WELLS STREET building, at the northeast corner of W. Lake street, formerly called the Trustees building, completed in 1930, is 20 stories high, with an eight-story tower and one basement, on hardpan caissons. Thielbar & Fugard were the architects and James B. Black the engineer. Empberger cast-iron columns were used in the 20-story portions as cores for spiraled concrete columns. Steel columns were used under the tower portion. An illustration is in ISA for 1930-31, p. 570, and in OBD for 1941-42, p. 420. In 1949 the name was changed to Corn Products building.

PALMER HOUSE GARAGE, at 20 W. Quincy street, built in 1930, is 25 stories and one basement high, on rock caissons. Walter W. Ahlschlager was the architect. Photographs are in DSS.

MICHIGAN SQUARE building, at 540 N. Michigan avenue, covering the block bounded by E. Grand avenue, N. Rush street, E. Ohio street, and N. Michigan avenue except for a frontage of approximately 23 feet on N. Rush street at E. Grand avenue, was built in 1930. Eight stories and three basements high on N. Michigan avenue, and one story high on N. Rush street, on caissons, it was designed for 15 stories. Holabird & Root were the architects and Smith & Brown the engineers. A photograph is in OBD for 1941-42, p. 238. The entire block has been purchased by Time, Inc.

LASALLE-WACKER building, at 221 N. LaSalle street, built in 1930, is 23 stories and three basements high, with an 18-story tower, on rock caissons. Holabird & Root were the architects (Andrew N. Rebori, associate architect), and Smith & Brown the engineers. A photograph is in CAA, and an illustration is in OBD for 1929, p. 167.

SOCONY-VACUUM CO. building, at 59-67 E. Van Buren street, formerly known as the Buckingham building, built in 1930, is 27 stories and two basements high, on rock caissons. Holabird & Root were the architects and Verne O. McClurg the engineer. A photograph is in OBD for 1941-42, p. 366.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 37. NEW BOARD OF TRADE, 1930

ELECTRIC GARAGE, at 615-17 S. Wabash avenue, built in 1930, is 21 stories and one basement high, on pile foundations. A. S. Alschuler was the architect, and Lieberman & Hein were the engineers. It is illustrated in ISA for 1930-31, p. 104.

700 N. MICHIGAN AVENUE building, formerly known as the Judah building, built *ca.* 1930, is five stories and one basement high. Holabird & Root were the architects and Verne O. McClurg the engineer. It is illustrated in OBD for 1941-42, p. 355, and by photograph in A for January, 1930.

FASHION-TRADES building, at 318 W. Adams street, built in 1930, is 19 stories and one basement high, on pile foundations. The street facade is of cast stone. Loebl & Schlossman were the architects.

ATLAS building, at 226 S. Wabash avenue, built in 1930, is 10 stories and one basement high, on caisson foundations. Eric Hall was the architect.

ORLEANS-HURON building, at 325 W. Huron street, on the southeast corner of N. Orleans street, built in 1930, is eight stories high. H. A. Anderson was the architect. An illustration is in OBD for 1941-42, p. 304.

ADLER PLANETARIUM, at E. Roosevelt road and Lake Michigan (Ernest Grunsfeld, architect, and Lieberman & Hein, engineers), is described and illustrated in AF for February, 1931. The circular planetarium chamber is 72 feet in diameter, and the exterior diameter of the building is 160 feet. The dome is 68 feet high. The building, the first of its kind in America, was opened May 12, 1930. A description and an illustration are in C, p. 50. A photograph is in CAA.

1100 N. LASALLE STREET apartment building, at the northwest corner of W. Maple street, built in 1930, is 16 stories and one basement high. Louis Guenzel was the architect.

1500 N. LAKE SHORE DRIVE building, at the northwest corner of E. Burton place, completed in 1931, is 23 stories high. McNally & Quinn were the architects, Rosario Candela the associate architect, and Smith & Brown the engineers. A photograph and a typical floor plan are in BW, p. 12. An illustration is in ISA for 1929, p. 308.

CHICAGO HISTORICAL SOCIETY building, at the northeast corner of N. Clark street and W. North avenue, was built in 1931 and opened to the public in 1932. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. The building is three stories high, with one basement, on spread foundations. A photograph is in HE, and in CCP, p. 105. Photographs and floor plans are in AWG. This is the fourth home of the Chicago Historical Society, the three former buildings having been located at the northwest corner of N. Dearborn and W. Ontario streets. A photograph of the third building is in CAA, in CIM, and in RMNP.

LAWSON Y. M. C. A. building, at 30 W. Chicago avenue, on the northeast corner of N. Dearborn street, was completed in 1931. It is 24 stories high, with two basements. Chatten & Hammond were the architects and Frank A. Randall the structural engineer. Because of a large deep City water tunnel which diagonals across the lot, a heavy reinforced concrete mat foundation was used, supported on piles, with rock caissons under the north and east walls. Lightweight aggregate was used in all concrete floor construction and fireproofing. A photograph is in CCP, p. 152.

1260 N. ASTOR STREET apartment building, at the southwest corner of E. Goethe street, built in 1931, is 11 to 16 stories high. Philip B. Maher was the architect.

FIELD office building, at 135 S. LaSalle street, on the northeast corner of W. Adams street and the northwest corner of N. Clark and W. Adams streets, was completed in 1932 and 1934. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer. The building is 23 stories high, with a 19-story tower and three basements, on rock caissons. Photographs and floor plans are in AWG. A photograph is in CAA. An illustration is in AR for August, 1934; in OBD for 1941-42, p. 117; and in ISA for 1938-39, p. 692.

CHICAGOAN HOTEL, at 67 W. Madison street, built in 1932 as an addition to the Morrison Hotel, is 23 stories and one basement high, on caissons. Holabird & Root were the architects and Verne O. McClurg the engineer.

SEARLE building, at 215 W. Ohio street, now known as the Ohio building, was a four-story building. Henry C. Hengels of Milwaukee was the architect. This building burned down and was rebuilt as a six-story building in 1932 (R. T. Sullivan, engineer).

CENTURY OF PROGRESS (1933-34) buildings were of temporary and some of unusual construction. They are described and illustrated in WSE for October, 1932; August, 1933; and August, 1936 (skyride). Many photographs are in CAA and in CCP.

GOLDBLATT'S building, at 330-32 S. Wabash avenue, built in 1934, is eight stories and one basement high, on hardpan caissons. Graham, Anderson, Probst & White were the architects, and Magnus Gunderson was the engineer.

WGN STUDIO building, at 443-51 N. Michigan avenue, on the southeast corner of E. Illinois street, built in 1935 by The Chicago Tribune, is three stories high. Closed-end steel pipe piles were used. Howells, Hood & Foulhoux were the architects, Leo J. Weissenborn the associate architect, and Smith & Brown the engineers.

MOODY BIBLE INSTITUTE building, at 830 N. LaSalle street, built in 1937, is 12 stories high, with one basement, on wood piles. Thielbar & Fugard were the architects and James B. Black the engineer. A photograph of the predecessor Moody Bible Institute building is in *The Chicago Tribune* of February 17, 1940.

BENSON & RIXON building, at 230 S. State street, on the southwest corner of W. Quincy street, was built in 1937. It is six stories and one basement high, on a concrete mat foundation. A. S. Alsehuler was the architect. Photographs are in DSS. A photograph of the predecessor building is in *The Chicago Daily News* of March 28, 1937. Old "Quincy No. 9," three stories high and 10 feet wide, was on the west portion of this site.

KRAFT CHEESE CO. building, at 500 N. Peshtigo court, on the southwest corner of E. Grand avenue, was built in 1937. It is 5 to 10 stories high. Mundie, Jensen, Bourke & Havens were the architects and engineers. A photograph of the model is in ISA for 1938-39, p. 392, and a photograph of the building is in CAA.

MONROE GARAGE, at 12 E. Monroe street, built in 1940, is 10 stories and one basement high, on caissons. Louis Kroman was the architect and Benjamin Shapiro the engineer. In 1948 the foundations were reinforced in connection with the incorporation of this building into the Carson, Pirie, Scott & Co. store.

WESLEY MEMORIAL HOSPITAL, at 250 E. Superior street, on the northwest corner of N. Fairbanks court, completed in 1941, is 20 stories high, with one basement, on wood piles. Thielbar & Fugard were the architects and James B. Black the engineer. A construction photograph is in *The Chicago Tribune* of July 28, 1940.

VON Lengerke & Antoine building, at 7-9 N. Wabash avenue, built in 1941, is six stories and one basement high, of reinforced concrete construction. Mundie, Jensen, Bourke & Havens were the architects and engineers. The building was erected on a parking lot. The site was occupied earlier by a five-story portion of the Kesner building.

CADILLAC building, at 40-66 E. Ontario street, extending 300 feet from N. Rush street to N. Wabash avenue, was completed in 1946. The frontage on N. Rush street is 109 feet (Nos. 630-40) and on N. Wabash avenue 149 feet (Nos. 631-43). The building is five stories high, with a partial basement, of reinforced concrete construction, supported on 70-foot piles. Viet or L. Charn was the architect.

BASKIN store building, at the northeast corner of S. State and E. Adams streets, was opened on December 15, 1947. It is five stories and one basement high on 65-foot wood piles. Holabird & Root were the architects. A photograph is in *The Daily News* of December 6, 1947.



Courtesy of Chicago Architectural Photographing Company, Chicago, Illinois

FIG. 38. VICTOR LAWSON Y. M. C. A., 1931

On Sunday noon, March 2, 1947, a gas explosion completely destroyed the old three-story and basement brick building at 400-02 S. Wells street (201-11 W. Van Buren street), fronting 22.5 feet on S. Wells street and 100 feet on W. Van Buren street. The explosion occurred below the sidewalk near the center of the Van Buren street side. Serious damage was done to several buildings in the neighborhood. Descriptions and photographs are in newspapers of the days following the explosion.

TOLL BUILDING NO. 2 of the Illinois Bell Telephone Company, at the southeast corner of S. Clark and W. Congress streets, completed in 1948, is eleven stories and one basement high, supported on caissons to rock. It fronts 197 feet on Clark and 100 feet on Congress. Holabird & Root were the architects. A photograph is in The Chicago Tribune of August 15, 1948.

BOND building, at 234-48 S. State street, 2-10 W. Jackson street, and 11-19 W. Quincy street, completed in 1949, replaced the old Hub building (1883-1947). The frontage on S. State street is 123 feet 10½ inches, on W. Jackson 100 feet 1½ inches, and on W. Quincy 50 feet. The building is six stories and one basement high, on 62-foot wood piles. The State and Jackson facades are faced with granite. The framing is of structural steel to the second floor and reinforced concrete above. Friedman, Alschuler & Sincere were the architects, with Morris Lapidus as associate architect.

WOOLWORTH building, at 211-29 S. State street, will embrace the present Spalding building at 211-17 S. State street with a frontage of 42.5 feet, and will replace with a three-story and basement fireproof building the two five-story buildings at 219-23 and 225-29 S. State street with frontages of 47.5 and 50 feet, respectively, making a total frontage of 140 feet, with a depth of 145 feet. The present Spalding building is on wood pile foundations which are in fine condition, and its basement will be lowered about six feet. The building will be completed in 1949. Shaw, Metz & Dolio are the architects and engineers.

APPENDIX

NEW CONSTRUCTION IN CHICAGO AND
METROPOLITAN AREA

THE FIRST SUB-BASEMENT

HISTORY OF CHICAGO BUILDING

ANNUAL AMOUNT OF NEW CONSTRUCTION IN CHICAGO

| Year | Amount* | Cost Index† (1913 = 100) | Adjusted Amount (in mil- lions) (1913 = 100) | Ratio of adjusted Amounts | Ratio ad- justed for population (1913 = 100) | Popula- tion Ratio |
|----------------------------|-------------|-----------------------------|---|---------------------------------|---|--------------------------|
| 1854 | \$2,438,910 | 62 | \$3.9 | 4.3 | 153.6 | 2.80 |
| 55 | 3,735,254 | 53 | 7.0 | 7.8 | 229.4 | 3.40 |
| 56 | 5,708,624 | 54 | 10.6 | 11.8 | 330.5 | 3.57 |
| 57 | 6,423,518 | 58 | 11.1 | 12.4 | 333.3 | 3.72 |
| 58 | 3,246,400 | 53 | 6.1 | 6.8 | 178.0 | 3.82 |
| 59 | 2,044,000 | 54 | 3.8 | 4.2 | 106.3 | 3.95 |
| 1860 | 1,188,300 | 57 | 2.1 | 2.3 | 49.6 | 4.64 |
| 61 | 797,800 | 58 | 1.4 | 1.6 | 31.4 | 5.10 |
| 62 | 525,000 | 61 | 0.9 | 1.0 | 17.0 | 5.87 |
| 63 | 2,500,000 | 75 | 3.3 | 3.7 | 58.1 | 6.37 |
| 64 | 4,700,000 | 86 | 5.5 | 6.1 | 84.8 | 7.19 |
| 65 | 6,950,000 | 92 | 7.6 | 8.5 | 112.1 | 7.58 |
| 66 | 11,000,000 | 95 | 11.6 | 12.9 | 150.5 | 8.57 |
| 67 | 8,500,000 | 96 | 8.9 | 9.9 | 103.6 | 9.56 |
| 68 | 14,000,000 | 96 | 14.6 | 16.3 | 152.2 | 10.71 |
| 69 | 11,000,000 | 96 | 11.5 | 12.8 | 107.7 | 11.89 |
| 1870 | 20,000,000 | 89 | 22.5 | 25.1 | 197.6 | 12.70 |
| | | 93 | | | | 14.20 |
| Oct. 9, '71 to Oct. 9, '72 | 40,133,600 | 92 | 43.6 | 48.6 | 311.5 | 15.60 |
| 73 | 25,500,000 | 92 | 27.7 | 30.9 | 191.4 | 16.14 |
| 74 | 5,785,541 | 87 | 6.7 | 7.5 | 44.7 | 16.79 |
| 75 | 9,778,080 | 77 | 12.7 | 14.2 | 83.5 | 17.01 |
| 76 | 8,270,300 | 76 | 10.9 | 12.2 | 70.5 | 17.31 |
| 77 | 9,071,050 | 70 | 13.0 | 14.5 | 79.4 | 18.26 |
| 78 | 7,419,100 | 67 | 11.1 | 12.4 | 66.8 | 18.55 |
| 79 | 6,745,000 | 64 | 10.5 | 11.7 | 56.0 | 20.88 |
| 1880 | 9,071,850 | 68 | 13.3 | 14.8 | 69.3 | 21.37 |
| 81 | 8,832,305 | 71 | 12.4 | 13.8 | 60.2 | 22.93 |
| 82 | 16,286,700 | 77 | 21.2 | 23.6 | 99.1 | 23.81 |
| 83 | 22,162,000 | 75 | 29.5 | 32.9 | 133.6 | 24.63 |
| 84 | 20,857,300 | 68 | 30.7 | 34.2 | 127.9 | 26.75 |
| 85 | 19,624,100 | 68 | 28.9 | 32.2 | 114.0 | 28.24 |
| 86 | 21,324,400 | 71 | 30.0 | 33.5 | 112.1 | 29.89 |
| 87 | 19,778,100 | 71 | 27.9 | 31.1 | 96.3 | 32.28 |
| 88 | 20,350,800 | 70 | 29.1 | 32.5 | 95.3 | 34.09 |
| 89 | 25,065,500 | 60 | 36.3 | 40.5 | 102.0 | 39.71 |
| 1890 | 47,322,100 | 68 | 69.6 | 77.6 | 166.1 | 46.71 |
| 91 | 54,001,800 | 66 | 81.8 | 91.2 | 186.9 | 48.79 |
| 92 | 63,463,400 | 66 | 96.2 | 107.3 | 210.6 | 50.95 |
| 93 | 28,517,700 | 65 | 43.9 | 49.0 | 92.1 | 53.22 |
| 94 | 33,805,565 | 65 | 52.0 | 58.0 | 104.4 | 55.58 |
| 95 | 34,920,643 | 64 | 54.6 | 60.9 | 104.9 | 58.05 |
| 96 | 22,711,115 | 63 | 36.0 | 40.1 | 66.1 | 60.63 |
| 97 | 21,690,030 | 61 | 35.6 | 39.7 | 62.7 | 63.32 |
| 98 | 21,294,325 | 62 | 34.3 | 38.3 | 57.9 | 66.13 |
| 99 | 20,857,570 | 68 | 30.7 | 34.2 | 49.5 | 69.07 |
| 1900 | 19,100,050 | 74 | 25.8 | 28.8 | 39.9 | 72.14 |
| 01 | 34,911,755 | 77 | 45.3 | 50.5 | 68.1 | 74.21 |
| 02 | 48,070,390 | 80 | 60.1 | 67.0 | 87.8 | 76.27 |
| 03 | 33,645,025 | 82 | 41.0 | 45.7 | 58.6 | 77.92 |
| 04 | 44,724,790 | 84 | 53.2 | 59.3 | 73.7 | 80.41 |
| 05 | 63,455,020 | 87 | 72.9 | 81.3 | 98.6 | 82.47 |
| 06 | 64,298,330 | 95 | 67.7 | 75.5 | 89.3 | 84.54 |
| 07 | 54,093,080 | 96 | 56.3 | 62.8 | 72.5 | 86.61 |
| 08 | 68,204,080 | 91 | 74.9 | 83.5 | 94.2 | 88.67 |
| 09 | 90,558,580 | 94 | 96.3 | 107.4 | 118.4 | 90.74 |
| 1910 | 96,932,700 | 96 | 101.0 | 112.6 | 121.3 | 92.81 |
| 11 | 105,269,700 | 97 | 108.5 | 121.0 | 126.7 | 95.53 |
| 12 | 88,786,960 | 99 | 89.7 | 100.0 | 102.3 | 97.77 |
| 13 | 89,668,427 | 100 | 89.7 | 100.0 | 100.0 | 100.00 |
| 14 | 83,261,710 | 97 | 85.8 | 95.7 | 93.5 | 102.39 |
| 15 | 97,291,480 | 100 | 97.3 | 108.5 | 103.4 | 104.66 |
| 16 | 112,835,150 | 116 | 97.3 | 108.5 | 101.5 | 106.91 |
| 17 | 64,244,450 | 141 | 45.6 | 50.9 | 46.6 | 109.14 |
| 18 | 34,792,200 | 170 | 20.5 | 22.9 | 20.6 | 111.37 |
| 19 | 104,198,850 | 224 | 46.5 | 51.9 | 45.7 | 113.61 |
| 1920 | 79,102,650 | 294 | 26.9 | 30.0 | 26.1 | 114.75 |
| 21 | 125,004,510 | 226 | 55.3 | 61.7 | 51.3 | 120.28 |
| 22 | 227,742,010 | 202 | 112.7 | 125.7 | 102.1 | 123.06 |
| 23 | 329,604,312 | 228 | 144.6 | 161.3 | 128.1 | 125.91 |
| 24 | 296,893,990 | 225 | 132.0 | 147.2 | 114.3 | 128.74 |
| 25 | 360,794,250 | 224 | 161.1 | 179.7 | 136.6 | 131.51 |
| 26 | 366,586,400 | 219 | 167.4 | 186.7 | 139.0 | 134.30 |
| 27 | 352,936,400 | 222 | 159.0 | 177.3 | 129.3 | 137.14 |
| 28 | 315,800,000 | 222 | 142.3 | 158.7 | 113.4 | 139.94 |
| 29 | 202,286,800 | 222 | 91.1 | 101.6 | 71.2 | 142.71 |

ANNUAL AMOUNT OF NEW CONSTRUCTION IN CHICAGO

| Year | Amount* | Cost Index† (1913 = 100) | Adjusted Amount (in millions) (1913 = 100) | Ratio of adjusted Amounts | Ratio adjusted for population (1913 = 100) | Population Ratio |
|-----------|--------------|-----------------------------|--|------------------------------|--|---------------------|
| 1930 | \$79,613,400 | 205 | \$38.8 | 43.3 | 30.2 | 143.40 |
| 31 | 46,440,130 | 185 | 25.1 | 28.0 | 19.5 | 143.47 |
| 32 | 3,824,500 | 162 | 2.4 | 2.7 | 1.9 | 143.55 |
| 33 | 3,683,960 | 156 | 2.4 | 2.7 | 1.9 | 143.63 |
| 34 | 7,898,435 | 166 | 4.8 | 5.4 | 3.8 | 143.72 |
| 35 | 17,120,947 | 169 | 10.1 | 11.3 | 7.9 | 143.81 |
| 36 | 25,031,933 | 179 | 14.0 | 15.6 | 10.8 | 143.89 |
| 37 | 28,806,443 | 204 | 14.1 | 15.7 | 10.9 | 143.98 |
| 38 | 21,258,299 | 205 | 10.4 | 11.6 | 8.1 | 144.06 |
| 39 | 41,597,282 | 205 | 20.3 | 22.6 | 15.7 | 144.15 |
| 1940 | 39,928,096 | 207 | 19.3 | 21.5 | 14.9 | 144.27 |
| 41 | 49,151,997 | 216 | 22.8 | 25.4 | 17.6 | 144.40 |
| 42 | 37,647,648 | 235 | 16.0 | 17.8 | 12.3 | 144.50 |
| 43 | 15,607,975 | 244 | 6.4 | 7.1 | 4.9 | 144.59 |
| 44 | 31,648,547 | 250 | 12.7 | 14.2 | 9.8 | 144.67 |
| 45 | 61,495,655 | 260 | 23.7 | 26.4 | 17.3 | 152.68 |
| 46 | 116,382,777 | 303 | 38.4 | 42.8 | 28.0 | 152.90 |
| 1947 | 113,431,800 | 404 | 28.1 | 31.3 | 20.4 | 153.32 |
| 1948 | 147,942,400 | 456 | 32.4 | 36.1 | 23.3 | 154.96 |
| Oct. 1948 | high | 471 | | | | |

* 1854-1932: from One Hundred Years of Land Values in Chicago by Homer Hoyt (1933). 1933-1947: from Bell Savings and Loan Association and the annual reports of the Chicago Building Department.

† The American Appraisal Company.

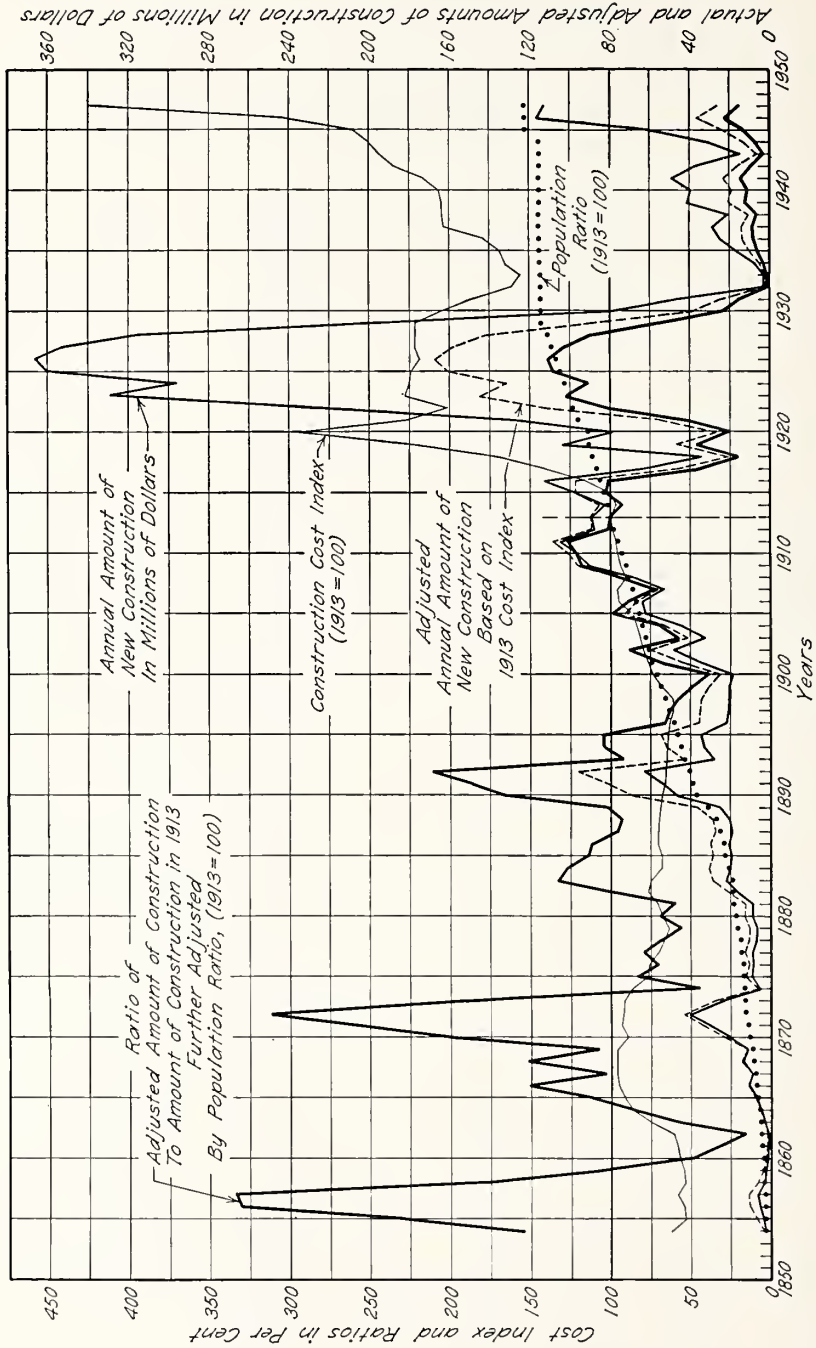


Fig. 39. ANNUAL AMOUNT OF NEW CONSTRUCTION IN CHICAGO

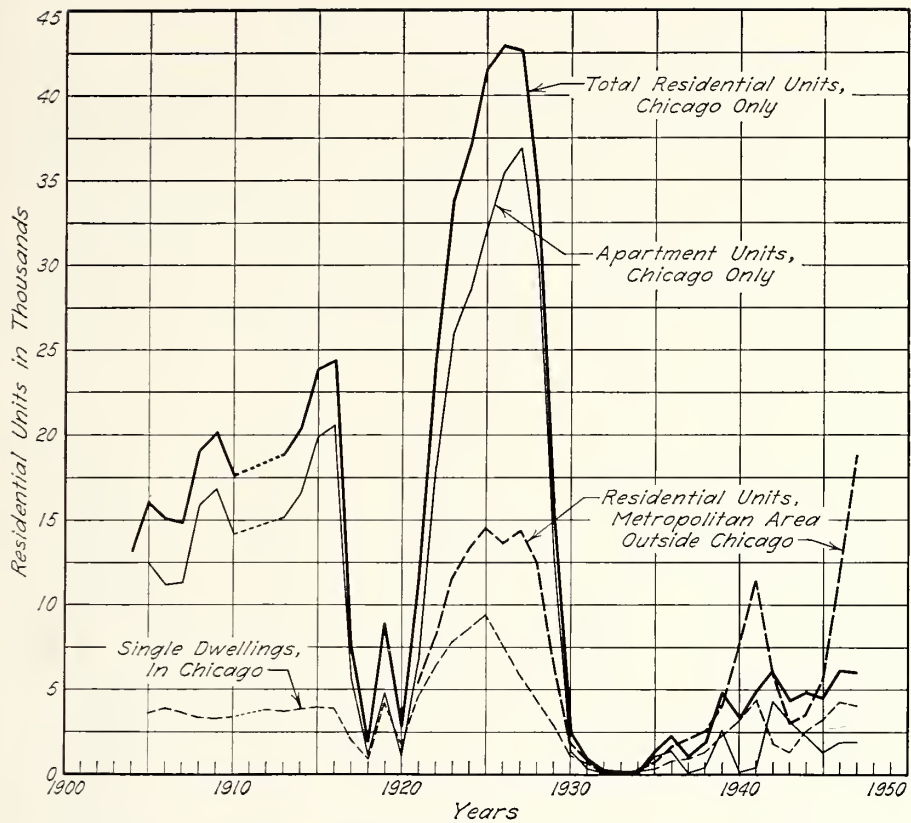


FIG. 40. RESIDENTIAL UNIT CONSTRUCTION, CHICAGO AND METROPOLITAN AREA

HISTORY OF CHICAGO BUILDING

RESIDENTIAL UNIT CONSTRUCTION
CHICAGO AND METROPOLITAN AREA

| Year | Single Dwellings | Apartment Units | Total Residential Units, Chicago only | Residential Units, Metropolitan Area Outside of Chicago |
|------|------------------|-----------------|---|---|
| 1904 | | | 13,185 | |
| 05 | 3,609 | 12,437 | 16,046 | |
| 06 | 3,905 | 11,205 | 15,110 | |
| 07 | 3,605 | 11,276 | 14,881 | |
| 08 | 3,271 | 15,894 | 19,165 | |
| 09 | 3,261 | 16,801 | 20,062 | |
| 10 | 3,387 | 14,131 | 17,518 | |
| 11 | | | | |
| 12 | 3,827 | | | |
| 13 | 3,745 | 15,105 | 18,850 | |
| 14 | 3,846 | 16,577 | 20,423 | |
| 15 | 3,995 | 19,925 | 23,920 | |
| 16 | 3,887 | 20,525 | 24,412 | |
| 17 | 2,033 | 5,491 | 7,524 | |
| 18 | 916 | 1,030 | 1,946 | |
| 19 | 4,222 | 4,758 | 8,980 | |
| 20 | 1,826 | 1,091 | 2,917 | |
| 21 | 4,608 | 6,708 | 11,316 | 5,429 |
| 22 | 6,390 | 18,125 | 24,515 | 8,221 |
| 23 | 7,851 | 25,918 | 33,769 | 11,532 |
| 24 | 8,579 | 28,503 | 37,082 | 13,331 |
| 25 | 9,412 | 32,107 | 41,519 | 14,560 |
| 26 | 7,564 | 35,368 | 42,932 | 13,669 |
| 27 | 5,762 | 36,875 | 42,637 | 14,259 |
| 28 | 4,381 | 29,945 | 34,326 | 12,491 |
| 29 | 2,973 | 13,146 | 16,119 | 6,583 |
| 30 | 1,088 | 1,487 | 2,575 | 1,791 |
| 31 | 603 | 372 | 975 | 811 |
| 32 | 178 | 44 | 222 | 244 |
| 33 | 116 | 21 | 137 | 162 |
| 34 | 136 | 63 | 199 | 237 |
| 35 | 332 | 1,118 | 1,450 | 720 |
| 36 | 810 | 1,463 | 2,273 | 1,698 |
| 37 | 975 | 109 | 1,084 | 2,110 |
| 38 | 1,366 | 472 | 1,838 | 2,554 |
| 39 | 2,282 | 2,515 | 4,797 | 4,028 |
| 40 | 3,123 | 221 | 3,344 | 7,561 |
| 41 | 4,431 | 450 | 4,881 | 11,442 |
| 42 | 1,870 | 4,328 | 6,198 | 5,940 |
| 43 | 1,276 | 3,149 | 4,425 | 3,066 |
| 44 | 2,610 | 2,229 | 4,839 | 3,554 |
| 45 | 3,247 | 1,257 | 4,504 | 5,771 |
| 46 | 4,282 | 1,954 | 6,236 | 12,233 |
| 47 | 4,089 | 1,982 | 6,071 | 18,776 |
| 48 | 4,455 | 1,654 | 6,109 | 16,577 |

The following 7,933 public housing apartment units are included in the above table:

| | | |
|------|---|-------|
| 1935 | Jane Addams Houses, 1000 S. Lytle Ave..... | 1,027 |
| 1936 | Julia Lathrop Homes, 2000 W. Diversey Pkwy..... | 925 |
| | Trumbull Park Homes, 2437 E. 106th St..... | 462 |
| 1939 | Ida B. Wells Homes, 454 E. Pershing Rd..... | 1,658 |
| 1942 | Frances Cabrini Homes, 900 N. Hudson Ave..... | 586 |
| | Robert Brooks Homes, 14th & Loomis St..... | 834 |
| | Bridgeport Homes, 844 W. 32nd St..... | 141 |
| | Lawndale Gardens, 2533 S. California Blvd..... | 128 |
| 1943 | Altgeld Gardens, 130th St. and Langley Ave..... | 1,500 |
| 1945 | Wentworth Gardens, 37th-39th and Wentworth Ave..... | 422 |
| | West Chesterfield, 93rd and South Parkway..... | 250 |

7,933

Sources:

For City of Chicago—

1904 to 1930, inclusive, from Department of Health of the City of Chicago Annual Reports.

1931 to 1947, from Chicago Land Use Survey by the Chicago Plan Commission, 1939; from the City of Chicago, Department of Buildings Annual Reports; from the Bell Savings and Loan Association; and from data prepared by the Office of Housing and Redevelopment Coordinator.

For Metropolitan Area—

Data prepared by the Office of Housing and Development Coordinator. Area comprises Cook County outside Chicago, DuPage County, Kane, the three townships in Lake County, Illinois, and the three northern townships in Lake County, Indiana. Prior to 1940 dwelling units shown are for incorporated places; subsequent data include both incorporated places and unincorporated areas.

THE FIRST SUB-BASEMENT

Difficulties in the construction of the first sub-basement are thus set forth by Edward A. Renwick (EAR), as mentioned previously on page 217 of the present account:

Prior to 1890 the foundations of nearly all buildings in Chicago were floating foundations, i.e., spread foundations in which the areas of the foundations under the piers and columns were spread over a hard stratum [referred to above] of clay with an equal pressure . . . as nearly as possible . . . In a building of 12 stories or more three or four inches of settlement was allowed for. . . .

The use of piles had not been anticipated in the Loop district for the simple reason that no satisfactory method of driving piles had been discovered. The method then in use was to lift a four- or five-ton weight up to the head of the derrick and then release it, allowing it to strike from a distance of some 25 feet. The resulting vibration was excessive. . . . A little later a steam hammer for pile driving was devised and put into operation, giving a lighter blow with rapidity, causing the pile to penetrate the earth. Piles then began to be used in some places.

In connection with the supporting of a party wall [at the west side] of the Stock Exchange building . . . General Sooy-Smith put in several caissons. I believe they were the first to be used in Chicago. They were wells sunk down to the underlying stratum of rock, 100 feet below the sidewalk, and filled with concrete.

The next caissons were under the Old Colony building two or three years later, to support the south end of the building which was sinking more rapidly than the rest of the structure. Sooy-Smith put down these caissons also. The importance of this step became manifest at once. From that date no sixteen-story building was erected without foundations being carried down 60 to 65 feet to "hard pan", a clay and gravel stratum extending from the lime stone bedrock underlying Chicago up to this point. The larger buildings were generally carried down to bed-rock.

In the sinking of these early caissons it was found that the open wells had to be supported against enormous pressure. . . . It became important that, while sinking the caisson, the clay be supported against all possible movement until the well was filled with concrete.

In 1901 we [Holabird & Roche] entered into a contract for the Tribune building to be erected on the southeast corner of Dearborn and Madison streets. Mr. Robert Patterson, manager of the Tribune, was anxious that the presses be placed in the basement in order that the vibration from them need not be felt in the rest of the building. It was necessary, therefore, for head room for the presses, that the basement be approximately 33 feet below the sidewalk level. This had never been done in Chicago. Everyone was sure that, if this was done, the surrounding buildings, resting on floating foundations, would automatically fall into the excavation. Surrounding property owners were advised in writing by such firms as Burnham & Root, Adler & Sullivan, and W. L. B. Jenney that this would be the case. We were notified that the work would not be permitted—that we would be enjoined from cutting through the firm stratum of clay [at datum]. . . .

The contract was awarded to George A. Fuller. Purdy and Henderson, engineers, were awarded the contract for designing the structural steel and foundations, working under our [Holabird & Roche] direction.

The basement walls on the lot perimeter were built successfully under substantially the following specification.

A trench was dug down to the first hard stratum of clay and the sides lined with vertical planks, walers with jack screws three feet on centers vertically and four feet on centers horizontally, screwed up till they were tight. Then the excavation was continued about three feet more and the lagging set, walers inserted with jack screws, continuing by this method, maintaining constantly sufficient pressure to keep the sides set, with no movement of the clay. Concrete was put immediately in the bottom to keep the clay from coming up [and the trench filled].

As the excavation was dug inside these walls, jack-screws were set up holding the walls without any movement until the excavations were complete and the floors of concrete [were] laid. Across the building concrete struts were designed going in both directions, thus holding the bottom of the walls against any movement.

On the Dearborn street side of the Tribune building a gravity wall was put down to the depth of 12 or 14 feet. Their [Purdy and Henderson] engineers were confident that without carrying it down to the depth of the rest of the basement, the wall would be of sufficient size to resist pressure. Shortly after the wall was finished, it pushed in six or seven inches, damaging street car tracks, dropping the Dearborn street pavement six or seven inches, damaging electric cables, water pipes, sewers, etc. With this exception no damage was done [to surrounding buildings] and we were confident that had this wall been held as the other walls were [by the trench method] no damage would have occurred. . . . This was the first deep basement work to be used in Chicago. Out of it has grown the use of the basement, sub-basement and sub-sub-basement in the loop district (EAR).

The cost of the original 12-story and attic Tribune building at 7 S. Dearborn street was 41.54 cents per cubic foot, including the architects' fee. The cost of the five-story addition in 1903 was 42.687 cents per cubic foot (EAR).



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E. side of S. Michigan avenue

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Brunswick Hotel (1883-1910)
Peoples' Gas (1911-
SW cor. S. Michigan ave.
Adams home (-1871 fire)
Pullman (1884-
NE cor. S. State st.
Adams-State (1873-1945)
Baskin (1947-
SE cor. S. State st.
W. W. Kimball (1873-
Owen Electric Belt (*ca.* 1890-
Republic (1905/09-
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Adams-Wabash (1883-
NW cor. S. Wabash ave.
Gibbs (1872-1922)
30 E. Adams Street (1923-
SE cor. S. Wabash ave.
Burdick House (1873-
207 S. Wabash Avenue (1910-
SW cor. S. Wabash ave.
James H. Walker Store (1890-1936)
57-59 E. Adams st.
Stevens Art (1888-
63 E. Adams st.
63 E. Adams Street (1904-

W. Adams street

NE cor. S. Canal st.
Union Passenger Station (1881-1923)
SW cor. S. Canal st.
Chicago Union Station (1924-
NE cor. S. Clark st.
Quincy (1873-1905)
Edison (1907-
NW cor. S. Clark st.
Porter Block (1875-1899)
Merchants Loan & Trust (1900-1933)
Field (1932-
SE cor. S. Clark st.
Federal (1905-

SW cor. S. Clark st.
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Bankers (1927-
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NW cor. S. Dearborn st.
Honore Block 1 (1870-1871 fire)
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Marquette (1895-
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Bedford (1890-1940)
SW cor. S. Dearborn st.
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Chicago Post Office & Custom House
(1879-1896)
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C. B. & Q. Office (1883-1926)
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300 W. Adams (1927-
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 NE cor. S. Wells st.
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 NW cor. S. Wells st.
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N. Astor street

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 1325 N. Astor (1929-
 NW cor. E. Division st.
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 NE cor. E. Goethe st.
 1301 N. Astor Apartments (1928-
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SW cor. S. Michigan ave.
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 Blackstone Theater (1911-

E. Banks street

SE cor. N. Astor st.
 1325 N. Astor (1929-
 NW cor. N. Lake Shore dr.
 Potter Palmer (1885-

N. Beaubien court

SE cor. E. South Water st.
 Central Depot (1856-1871 fire)
 SW cor. E. South Water st.
 Massasoit House 1 (1857-1871 fire)
 Massasoit House 2 (1873-

W. Blackhawk street

SE cor. N. Hudson ave.
 Marshall Field Apartments (1929-
 SW cor. N. Sedgwick st.
 Marshall Field Apartments (1929-

E. Burton place

NW cor. N. Lake Shore dr.
 1500 N. Lake Shore Drive (1931-
 SW cor. N. Lake Shore dr.
 1448 N. Lake Shore Drive (1927-

N. Canal street

NE cor. W. Lake st.
 Green Tree Hotel (1833-
 NE cor. W. Madison st.
 Daily News (1929-
 NW cor. W. Madison st.
 C. & N. W. Ry. Station (1911-
 NE cor. W. Randolph st.
 Butler Brothers (1922-
 SE cor. W. Randolph st.
 Butler Brothers (1913-1920) and (1913-
 SE cor. W. Washington st.
 Daily News (1929-

S. Canal street

NE cor. W. Adams st.
 Union Passenger Station (1881-1923)

SW cor. W. Adams st.
Chicago Union Station (1924-
NE cor. W. Harrison st.
U. S. Post Office (1932-
NW cor. W. Jackson st.
Chicago Union Station (1924-
SE cor. W. Van Buren st.
U. S. Post Office (1932-

W. Carroll avenue

NW cor. N. Dearborn st.
340-48 N. Dearborn (1907-
SE cor. N. La Salle st.
Reid, Murdoch & Co. (1913-
SW cor. N. Orleans st.
Davidson & Sons (1872-

E. Cedar street

NW cor. N. Lake Shore dr.
Marshall Apartments (1906-
18-26 E. Cedar st.
20 E. Cedar (1925-
70 E. Cedar st.
70 E. Cedar (1927-

E. Chestnut street

SW cor. N. Lake Shore dr.
Lake Shore Club (1924-
SW cor. N. Michigan ave.
Michigan-Chestnut (1929-
SW cor. N. Rush st.
844 N. Rush (1923-
NE cor. N. Seneca st.
Seneca Hotel (1926-
NW cor. N. Seneca st.
180-98 E. Chestnut Apts.
SE cor. N. Wabash ave.
844 N. Rush (1923-
100-04 E. Chestnut st.
Mozart Apartment Hotel (ca.1926-
211-15 E. Chestnut st.
211-15 E. Chestnut (1928-
220-24 E. Chestnut st.
222 E. Chestnut (1928-

E. Chicago avenue

SE cor. N. Fairbanks ct.
McKinlock Campus (1926/27/32-
SW cor. N. Fairbanks ct.
Wesley Memorial Hospital (1941-
SW cor. N. Lake Shore dr.
McKinlock Campus (1926/27/32-

NW cor. N. Michigan ave.
Chicago Water Tower (1869-
SE cor. N. Michigan ave.
Winston Apartments (1889-1937)
SW cor. N. Michigan ave.
Kinzie (1922-1934)
Waller (1922-
56-60 E. Chicago ave.
Amanda Apartments (1897-

W. Chicago avenue

NW cor. N. Clark st.
Chicago-Clark (1901-
NE cor. N. Dearborn st.
Lawson Y. M. C. A. (1931-
618 W. Chicago ave.
Montgomery Ward & Co. (1907-

N. Clark street

NW cor. W. Chicago ave.
Chicago-Clark (1901-
SW cor. W. Grand ave.
St. Regis Hotel (1875-
SE cor. W. Hubbard st.
Revere House (1874-
SW cor. W. Huron st.
Wacker Hotel (1926-
NE cor. W. Kinzie st.
Revere House (-1871 fire)
McCormick Hall (1873-
SW cor. W. Kinzie st.
John R. Thompson (1912-
NW cor. W. Lake st.
Tribune, 1849-1850
Merchants Hotel (1873-
SE cor. W. Lake st.
Greisheimer (1873-1948)
SW cor. W. Lake st.
Exchange (-1871 fire)
192 N. Clark (1885-
NE cor. W. Madison st.
Morrison
NW cor. W. Madison st.
C.O.D. Block
6 N. Clark (1896-1941)
NE cor. W. North ave.
Chicago Historical Society 4 (1931-
SE cor. W. North ave.
Plaza Hotel (1892-
NW cor. W. Oak st.
Burlingham (ca.1891-
SE cor. W. Oak st.
Newberry Library (1892-

NE cor. W. Ontario st.
 Clarendon Hotel (1872-
 NE cor. W. Randolph st.
 Evans Block (pre-fire)
 Tribune, 1852-1869
 Ashland Block 1 (1872-
 Ashland Block 2 (1892-
 NW cor. W. Randolph st.
 Sherman House 1 (1837/44-1861)
 Sherman House 2 (1861-1871 fire)
 Sherman House 3 (1873-1910)
 Sherman Hotel 4 (1911/20/25-
 SE cor. W. Randolph st.
 McCarthy (-1871 fire)
 Randolph (1872-
 SW cor. W. Randolph st.
 Court House 1 (1835-
 City Hall and County (1882/85-
 1906/08)
 County (1911-
 NW cor. W. Wacker dr.
 George W. Dole (-1871 fire)
 SW cor. W. Wacker dr.
 Loomis Block (-1871 fire)
 Distributors (1917-
 NE cor. W. Walton pl.
 Newberry Library (1892-
 NE cor. W. Washington st.
 Reaper Block (1873-
 NW cor. W. Washington st.
 Court House 2 (1848-
 Court House and City Hall 3 (1853/58-
 1871 fire)
 County (1885-1906/08)
 County (1911-
 SE cor. W. Washington st.
 Methodist Episcopal Church of Chi-
 cago (1845-1858)
 First Methodist Episcopal Church of
 Chicago (1858-1871 fire)
 Methodist Church Block (-1921)
 Chicago Temple (1923-
 SW cor. W. Washington st.
 Lombard Block (-1871 fire)
 Chicago Opera House Block (1885-
 1912)
 Conway (1913-
 8-16 N. Clark st.
 10 N. Clark (1922-
 9-19 N. Clark st.
 Harding Hotel (*ca.*1910-
 18-20 N. Clark st.
 Jarvis (*ca.*1895-

125 N. Clark st.
 Colonel Restaurant (1871-
 119-21 N. Clark st.
 Bryan Hall (1860-1871 fire)
 Grand Opera House (1872-
 127-39 N. Clark st.
 City Hall Square (1912-
 133-39 N. Clark st.
 Fowler-Goodell-Walters Block (1872-
 172-76 N. Clark st.
 Astor Hotel
 215-19 N. Clark st.
 General Clark Hotel (*ca.*1874-1945)
 315-31 N. Clark st.
 Hiram Sibley & Co. Warehouse (1883-
 314-32 N. Clark st.
 Reid, Murdoch & Co. (1913-

S. Clark street

NE cor. W. Adams st.
 Quincy (1873-1906)
 Edison (1907-
 NW cor. W. Adams st.
 Porter Block (1875-1899)
 Merchants Loan & Trust (1900-1933)
 Field (1932-
 SE cor. W. Adams st.
 Chicago P. O. & Custom House
 (1879-1896)
 Federal (1905-
 SW cor. W. Adams st.
 Lakeside (1873-1926)
 Bankers (1927-
 SE cor. W. Congress st.
 Toll 2 (I.B. Tel. Co.) (1948-
 NE cor. W. Harrison st.
 Thom (1922-
 NW cor. W. Harrison st.
 Rand McNally (1912-
 SE cor. W. Harrison st.
 Poole Bros. (1898/1912-
 NE cor. W. Jackson st.
 Chicago P. O. & Custom House
 (1879-1896)
 Federal (1905-
 NW cor. W. Jackson st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1921)
 Continental Illinois Bank (1924-
 SE cor. W. Jackson st.
 Grace Hotel (1889-
 SW cor. W. Jackson st.
 Austin (1886-

NE cor. W. Madison st.
 Morrison
 SE cor. W. Madison st.
 Morrison Block 1 (1871-1871 fire)
 Morrison Block 2 (1872-
 Morrison Hotel 1 (1883-1912)
 Morrison Hotel 2 (1914/25-
 SW cor. W. Madison st.
 Chicago Real Estate Board (1929-
 NE cor. W. Monroe st.
 First National Bank (1906-
 NW cor. W. Monroe st.
 100 W. Monroe (1927-
 SE cor. W. Monroe st.
 Constitution Block (1872-
 79 W. Monroe (1906-
 SW cor. W. Monroe st.
 Foote Block (1873-1894)
 105 W. Monroe (1895-
 NE cor. W. Quincy st.
 Quincy (1873-1905)
 NW cor. W. Quincy st.
 Bankers (1927-
 SW cor. W. Quincy st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1921)
 Continental Illinois Bank (1924-
 NW cor. W. Van Buren st.
 Victoria Hotel (1885-
 SE cor. W. Van Buren st.
 Hamilton (1904-
 36 S. Clark st.
 36 S. Clark (1873-
 110-28 S. Clark st.
 Ingals
 125-33 S. Clark st.
 Kentucky
 304-12 S. Clark st.
 Imperial (1885-
 314-18 S. Clark st.
 Kaiserhof Hotel Addition (1915-
 317-21 S. Clark st.
 Princess Theater (1908-1941)
 320-28 S. Clark st.
 Atlantic Hotel (1892-
 439-45 S. Clark st.
 439-45 S. Clark (1890-
 440-44 S. Clark st.
 440-44 S. Clark (1889-1947)
 447-511 S. Clark st.
 447-511 S. Clark (1928-

626-36 S. Clark st.
 Dwight (1911-
 646-50 S. Clark st.
 Board of Education (1902-

N. Clinton street

NE cor. W. Madison st.
 Gault House
 Little Sherman House
 Chicago & Northwestern Ry. Station
 (1911-

S. Clinton street

SE cor. W. Adams st.
 Chicago Union Station (1924-
 NE cor. W. Jackson st.
 Chicago Union Station (1924-
 NW cor. W. Monroe st.
 Plamondon (ca.1901/06-

S. Columbus drive

SW cor. E. Monroe st.
 Goodman Memorial Theater (1925-

E. Congress street

NW cor. S. Michigan ave.
 Auditorium Hotel (1889-
 SW cor. S. Michigan ave.
 H. M. Wilmarth home
 Michigan Avenue Hotel (1870-
 Congress Hotel (1893/1902/07-
 NE cor. S. State st.
 Sears, Roebuck & Co. (1891-
 NE cor. S. Wabash ave.
 Auditorium Hotel (1889-
 NW cor. S. Wabash ave.
 Richardson (1886-
 SE cor. S. Wabash ave.
 Ohio (1907-
 SW cor. S. Wabash ave.
 Congress Bank (1925-

W. Congress street

SE cor. S. Clark st.
 Toll 2 (I.B. Tel. Co.) (1948-
 NE cor. S. Franklin st.
 415 S. Franklin (1903-
 NW cor. S. Franklin st.
 Society Brand (1913-
 SE cor. S. Franklin st.
 501-09 S. Franklin (1907-1947)

W. Congress street

SW cor. S. Franklin st.
Commerce (1904-1947)
NE cor. S. Market st.
Society Brand (1913-
SE cor. S. Market st.
Commerce (1904-1947)
NW cor. S. Wells st.
Stratford (1907-
SW cor. S. Wells st.
500-02 S. Wells (1904-1947)

N. Dearborn street

NW cor. W. Carroll ave.
340-48 N. Dearborn (1907-
NE cor. W. Chicago ave.
Lawson Y. M. C. A. (1931-
SE cor. W. Erie st.
Superior Exchange (1924-
SW cor. W. Erie st.
Raleigh Hotel (1891-
NE cor. W. Grand ave.
Am. Medical Association (1911/26/36/
41-
SE cor. W. Grand ave.
Rush Medical College (1844-
Portland Cement Association (1926-
SW cor. W. Grand ave.
Boyce (1912/13-
NW cor. W. Hubbard st.
Criminal Court and
County jail (1874-1892)
Board of Health (1892-
NW cor. W. Illinois st.
Boyce (1912/13-
SW cor. W. Illinois st.
County Jail (1892-1936)
SW cor. W. Kinzie st.
Central Cold Storage Warehouse
(1916-
SE cor. W. Kinzie st.
Caravetta (ca. 1900-
NE cor. W. Lake st.
Dearborn-Lake Garage (1928-
NW cor. W. Lake st.
Tremont House 1(1833-1839 fire)
Commercial Hotel (1872-
SE cor. W. Lake st.
Tremont House 2(1840-1849 fire)
Tremont House 3(1850-1871 fire)
Tremont House 4 (1873-1937)
SW cor. W. Lake st.
Dickey (1873-1922)
Selwyn-Harris Theater (1923-

NE cor. W. Madison st.
Union Trust & Savings Bank (1876-
1905)
Boston Store (1905/17-
NW cor. W. Madison st.
Grant Hotel (1872-1940)
NW cor. W. Maple st.
1100 N. Dearborn (1929-
SW cor. W. Maple st.
Lansing Apartments (1924-
NE cor. W. Oak st.
Harriet H. McCormick Memorial
Y. W. C. A. (1929-
SW cor. W. Oak st.
Newberry Library (1892-
NW cor. W. Ontario st.
Chicago Historical Society 1(-1871
fire)
Chicago Historical Society 2(1877-
1890)
Chicago Historical Society 3 (1892-
NE cor. W. Randolph st.
Delaware (1874-
NW cor. W. Randolph st.
Matteson House 1 (-1871 fire)
Borden Block (1880-1916)
Woods (1917-
SE cor. W. Randolph st.
Young America Hotel (1853-1859)
McCormick Block (1860-1871)
McCormick Block 2 (1873-1920)
United Artists Theater (1921-
SW cor. W. Randolph st.
Rawson (1887-1915)
140 N. Dearborn (1916-
NW cor. W. Walton st.
Newberry Library (1892-
NE cor. W. Washington st.
McCarthy (1872-
NW cor. W. Washington st.
Washington-Dearborn (1872-
SE cor. W. Washington st.
Portland (-1871 fire)
Portland (1872-1933)
SW cor. W. Washington st.
Kendall (1854-1871)
Kendall (1871-1871 fire)
Real Estate Exchange (1873-1940)
10-20 N. Dearborn st.
Covenant Club (1923-
21-29 N. Dearborn st.
Grannis Block (1881-1885 fire)
Union Bank (1886-1933)

- 24-28 N. Dearborn st.
 Stoner's Restaurant (1903-
 30-32 N. Dearborn st.
 30 N. Dearborn (1892-
 101-21 N. Dearborn st.
 Williams Block
 105-09 N. Dearborn st.
 109 N. Dearborn (1914-
 108-14 N. Dearborn st.
 Fullerton Block (1872-
 111 N. Dearborn st.
 Wolff (1891-
 115-21 N. Dearborn st.
 Williams (1872-
 Chemical Bank (1898-1929)
 Commonwealth-Edison Substation
 (1930-
 125-33 N. Dearborn st.
 Rice Theater (1851-61)
 Rice (1861-1871 fire)
 127 N. Dearborn (1892-
 126-32 N. Dearborn st.
 Cort Theater (1909-1934)
 159-67 N. Dearborn st.
 159 N. Dearborn (1908-
 314-30 N. Dearborn st.
 Steele-Wedeles (1909-
 1032 N. Dearborn st.
 Dearborn Plaza (1929-
 1117-19 N. Dearborn st.
 1117 N. Dearborn (1927-
- S. Dearborn street**
 NE cor. W. Adams st.
 Fair Store (1892-
 NW cor. W. Adams st.
 Honore Block 1 (1870-1871 fire)
 Honore 2 (1872-1894)
 Marquette (1895-
 SE cor. W. Adams st.
 Bedford (1890-1940)
 SW cor. W. Adams st.
 Bigelow House (1871-1871 fire)
 Chicago P. O. & Custom House (1879-
 1896)
 Federal (1905-
 NW cor. W. Harrison st.
 Pontiac (1891-
 SE cor. W. Harrison st.
 Dearborn (ca.1885-
 SW cor. W. Harrison st.
 Transportation (1911-
- NE cor. W. Jackson st.
 Great Northern Hotel (1892-1940)
 NW cor. W. Jackson st.
 Federal (1905-
 SW cor. W. Jackson st.
 Monadnock (1891-
 SE cor. W. Madison st.
 Rumsey School (1844-
 Tribune 1 (1869-1871 fire)
 Tribune 2 (1872-1901)
 7 S. Dearborn (1902-
 SW cor. W. Madison st.
 Reynolds (-1871 fire)
 Hawley Block (1872-1892)
 Hartford (1893/1903-
 NE cor. W. Monroe st.
 35 S. Dearborn (1878-
 NW cor. W. Monroe st.
 U. S. P. O. & Custom House (1855-1871
 fire)
 Haverly's Theater (1872-1881)
 First National Bank 2 (1882-1902)
 First National Bank 3 (1903-
 SE cor. W. Monroe st.
 Shepard Block 1 (1869-1871 fire)
 Shepard Block 2 (1872-
 Commercial National Bank (1884-
 1933)
 SW cor. W. Monroe st.
 Howland Block 1 (1869-1871 fire)
 Howland Block 2 (1872-1911)
 Westminster (1912-
 Foot of, at W. Polk st.
 Polk Street Station (1883-
 NE cor. W. Quincy st.
 Temple Court (1886-1940)
 NW cor. W. Quincy st.
 Bigelow House (1871-1871 fire)
 SE cor. W. Quincy st.
 Great Northern Hotel (1890-1940)
 NE cor. W. Van Buren st.
 Fisher (1896/1907-
 NW cor. W. Van Buren st.
 Monadnock (1893-
 SE cor. W. Van Buren st.
 Old Colony (1894-
 7-19 S. Dearborn st.
 Windsor Hotel
 14-26 S. Dearborn st.
 Fuller Block (1872-1910)
 Hamilton Hotel (1911/20-

S. Dearborn street

- 21-29 S. Dearborn st.
Saratoga Hotel (*ca.*1879-
- 109-19 S. Dearborn st.
Adams Express Co. (1886-1934)
- 307-35 S. Dearborn st.
Standard Club (1926-
- 327-35 S. Dearborn st.
Boyleston (1875-1925)
- 412-20 S. Dearborn st.
Girard (1888-
- 417-21 S. Dearborn st.
Plymouth (1899-
- 422-32 S. Dearborn st.
Lowell (1885-
- 423-29 S. Dearborn st.
Manhattan (1890-
- 434 S. Dearborn st.
Law (1886-
- 436-44 S. Dearborn st.
Monon (1890-1947)
- 441-43 S. Dearborn st.
Como (1887-1938)
- 500-08 S. Dearborn st.
Caxton (1890-1947)
- 510-14 S. Dearborn st.
Carter Harrison (1882-
- 516-20 S. Dearborn st.
Keuffel & Esser (*ca.*1887-
- 519-31 S. Dearborn st.
Franklin (1887-
- 524-30 S. Dearborn st.
Duplicator (1886-
- 532-38 S. Dearborn st.
538 S. Dearborn (1896-
- 533-41 S. Dearborn st.
Terminals (1892-
- 701-33 S. Dearborn st.
Donohue (1883/1913-
- 714-16 S. Dearborn st.
Rowe (*ca.*1892-
- 718-36 S. Dearborn st.
Franklin (1912-
- 2500 S. Dearborn st.
Bauer & Black (1908-

E. Delaware place

- NW cor. N. DeWitt pl.
240 E. Delaware (1926-
- NW cor. N. Michigan ave.
900 N. Michigan (1927-
- NW cor. N. Rush st.
Maryland Hotel (1926-

- NE cor. N. Seneca st.
200 E. Delaware (1915-
- SE cor. N. Seneca st.
201 E. Delaware (1925-
- SW cor. N. Wabash ave.
Delaware Towers (1927-
- 16-22 E. Delaware pl.
20 E. Delaware Apartments (1926-
- 101-09 E. Delaware pl.
Whitehall Apartments (1928-
- 170-84 E. Delaware pl.
180 E. Delaware (1925-
- 211-15 E. Delaware pl.
211 E. Delaware (1927-
- 216-24 E. Delaware pl.
220 E. Delaware (1924-
- 217-23 E. Delaware pl.
217-23 E. Delaware (1916-
- 226-32 E. Delaware pl.
230 E. Delaware (1925-
- 227-39 E. Delaware pl.
231 E. Delaware (1922-
- 257-59 E. Delaware pl.
257 E. Delaware (1918-

N. De Witt place

- NW cor. E. Delaware pl.
240 E. Delaware (1926-
- SW cor. E. Delaware pl.
231 E. Delaware (1920-
- NE cor. E. Pearson st.
De Witt Hotel (1926-
- SW cor. E. Walton st.
233 E. Walton (1922-

E. Division street

- NW cor. N. Astor st.
McConnell (1897-
- NW cor. N. Lake Shore dr.
Stewart Apartments (1912-
- NE cor. N. Stone st.
Stewart Apartments (1912-

W. Division street

- 11-13 W. Division st.
Wilmar Hotel (1927-

E. Eldridge court

- SE cor. N. Wabash ave.
Plymouth Congregational Church
(1867-1871 fire)

E. Elm street

NW cor. N. Lake Shore dr.
1130 N. Lake Shore Drive (1910-
SW cor. N. Lake Shore dr.
1120 N. Lake Shore Drive (1925-
12-20 E. Elm st.
18 E. Elm (1925-
73 E. Elm st.
73 E. Elm (1928-

W. Elm street

NW cor. N. State st.
10 W. Elm (1928-
12-18 W. Elm st.
14 W. Elm (1927-
152-62 W. Elm st.
1140 N. LaSalle (1928-

E. Erie street

SE cor. N. Dearborn st.
Superior Exchange (1924-
SW cor. N. Fairbanks ct.
Crerar Adams Warehouse (1909-
Rembrandt (1910-
NW cor. N. Lake Shore dr.
American Furniture Mart (1923/26-
NW cor. N. Michigan ave.
Farwell (1927-
NE cor. N. Rush st.
Cyrus McCormick (1879-
SW cor. N. Rush st.
William B. Ogden (1837-1871 fire)
NW cor. N. St. Clair st.
St. Clair (1911-
NE cor. N. Wabash ave.
Am. College of Surgeons (1883-
John B. Murphy Memorial (1926-
SE cor. N. Wabash ave.
William B. Ogden (1837-1871 fire)
427-35 E. Erie st.
Furniture Exhibition (1925-

W. Erie street

SW cor. N. Dearborn st.
Raleigh Hotel (1891-
SE cor. N. Dearborn st.
Superior Exchange (I.B. Tel. Co.)
(1924-

N. Fairbanks court

SE cor. E. Chicago ave.
McKinlock Campus (1926/27/32-

SW cor. E. Chicago ave.

Wesley Memorial Hospital (1941-
SW cor. E. Erie st.
Crerar Adams Warehouse (1909-
Rembrandt (1910-
NE cor. E. Superior st.
McKinlock Campus (1926/27/32
NW cor. E. Superior st.
Wesley Memorial Hospital (1941-
SE cor. E. Superior st.
Passavant Hospital (1929-

S. Federal street

NE cor. W. Harrison st.
Pontiac (1891-
SE cor. W. Harrison st.
Transportation (1911-
SW cor. W. Harrison st.
Edward Hotel (ca. 1890-
SE cor. W. Jackson st.
Monadnock (1891-
SW cor. W. Jackson st.
Union League Club 1 (1886-1927)
Union League Club 2 (1928-
SE cor. W. Polk st.
Polk street station (1883-
NE cor. W. Van Buren st.
Monadnock (1893-
314-16 S. Federal st.
Chicago Engineers' Club (/1913-
318-28 S. Federal st.
South Loop Garage (1927-
409-23 S. Federal st.
Girard (1888-
425-39 S. Federal st.
Lowell (1886-
441 S. Federal st.
Law (1886-
443-53 S. Federal st.
Monon (1890-1947)
501-09 S. Federal st.
Caxton (1890-1947)
514-34 S. Federal st.
Wabash Exchange (I. B. Tel. Co.)
(1910-
519-23 S. Federal st.
Keuffel & Esser (ca. 1887-
527-35 S. Federal st.
Duplicator (1886-
537-43 S. Federal st.
538 S. Dearborn (1896-
610-732 S. Federal st.
Borland Mfg. Co. (1910/13/28-

S. Federal street

715-17 S. Federal st.
Rowe (*ca.* 1892-
719-35 S. Federal st.
Franklin (1912-

N. Franklin street

SE cor. W. Illinois st.
Roos, Henshaw & Co. (1876-
NW cor. W. Kinzie st.
Union Special Machine Co. (1918-
NE cor. W. Lake st.
Walsh (*ca.* 1875-
NE cor. W. Madison st.
Galbraith (1873-1941)
NW cor. W. Madison st.
Light (1873-
SE cor. W. Randolph st.
Soden (1893-
SW cor. W. Randolph st.
Fitch (1876-
NE cor. W. Washington st.
Main Office (I. B. Tel. Co.) (1888/99-
NW cor. W. Washington st.
Ogden House
Mercantile Exchange (1927-
SE cor. W. Washington st.
Eye, Ear, Nose & Throat Hospital
(1927-
SW cor. W. Washington st.
Nevada Hotel (1870-1871 fire)
Telephone Square (1922-
14-16 N. Franklin st.
14 N. Franklin (1901-
111-15 N. Franklin st.
Toll (1908-
124-30 N. Franklin st.
Parke, Davis & Co. (1924-
162-66 N. Franklin st.
162 N. Franklin (1906-

S. Franklin street

NE cor. W. Adams st.
C. B. & Q. Office (1883-1926)
Adams-Franklin (1927-
NW cor. W. Adams st.
Carson, Pirie, Scott & Co. Wholesale
(1875-1926)
300 W. Adams (1927-
SE cor. W. Adams st.
M. Field & Co. Wholesale (1887-1930)
SW cor. W. Adams st.
Mercantile (1886-

NE cor. W. Congress st.
415 S. Franklin (1903-
NW cor. W. Congress st.
Society Brand (1913-
SE cor. W. Congress st.
501-09 S. Franklin (1907-1947)
SW cor. W. Congress st.
Commerce (1904-1947)
NW cor. W. Harrison st.
Mandel Bros. Warehouse (1902-
NE cor. W. Jackson st.
C. & N. W. Ry. Office (1904-
NW cor. W. Jackson st.
234 S. Franklin (1887-
SE cor. W. Jackson st.
Brooks (1910-
SW cor. W. Jackson st.
Bodie Block (1883-1927)
Jackson-Franklin (1929-
NE cor. W. Lomax place
515-21 S. Franklin (1902-1947)
SE cor. W. Lomax place
Bailey (1898/1903-
SE cor. W. Madison st.
Henderson & Co. (1872-
SW cor. W. Madison st.
Hamlin, Hale & Co. Wholesale (1872-
Commercial Trade (1878-
NE cor. W. Monroe st.
222 W. Monroe (1874-
NW cor. W. Monroe st.
Old Farwell Block (1872-1909)
Hart, Schaffner & Marx (1910-
SE cor. W. Monroe st.
Butler Paper Co. (*ca.* 1885/1901-
SW cor. W. Monroe st.
Hovey (1873-
NE cor. W. Quincy st.
M. Field & Co. Wholesale (1887-1930)
NW cor. W. Quincy st.
212-14 S. Franklin (1884-
SE cor. W. Quincy st.
C. & N. W. Ry. Office (1904-
SW cor. W. Quincy st.
230 S. Franklin (1887-
NE cor. W. Van Buren st.
Chicago Garment Center (1905-
SE cor. W. Van Buren st.
Apparel (1894-
SW cor. W. Van Buren st.
Meyer (1893-
314-16 S. Franklin st.
314-16 S. Franklin

320-22 S. Franklin st.
 320-22 S. Franklin (1898-
 325-33 S. Franklin st.
 Fabrics (1924-
 330-32 S. Franklin st.
 Newberger (*ca.* 1898-

N. Garland court

NW cor. E. Lake st.
 De Paul (1928-
 SW cor. E. South Water st.
 Millinery Mart (1928-

N. Garvey court

NW cor. W. Lake st.
 North Loop Garage (1928-

E. Goethe street

NE cor. N. Astor st.
 1301 N. Astor Apartments (1928-
 NE cor. N. State st.
 Ambassador East (1927-
 SE cor. N. State st.
 Churchill Apartments (1922-

W. Goethe street

SW cor. N. Astor st.
 1260 N. Astor Apartments (1931-
 NW cor. N. State st.
 Ambassador West (1919-

E. Grand avenue

NW cor. N. McClurg ct.
 Winston (1916-
 NW cor. N. Michigan ave.
 Michigan Square (1930-
 SW cor. N. Michigan ave.
 McGraw-Hill (1929-
 SW cor. N. Peshtigo ct.
 Kraft Cheese Co. (1937-
 NW cor. N. Rush st.
 Bradley Hotel (*ca.* 1892-
 251-315 E. Grand ave.
 Commerce Mart Warehouse (1917-

W. Grand avenue

SW cor. N. Clark st.
 St. Regis Hotel (1875-
 NE cor. N. Dearborn st.
 American Medical Association (1911/
 26/36/41-

SE cor. N. Dearborn st.
 Rush Medical College (1844-
 Portland Cement Association (1926-
 SW cor. W. Grand ave.
 Boyce (1912/13-
 57-63 W. Grand ave.
 Remien & Kuhnert (1913-
 454-58 W. Grand ave.
 Railway Terminal

E. Harrison street

SW cor. S. Michigan ave.
 Fairbanks-Morse (1907-
 NW cor. S. Washbash ave.
 Wabash Avenue Methodist Church
 (1857-1874 fire)
 SE cor. S. Wabash ave.
 Harrison Hotel (1930-
 SW cor. S. Wabash ave.
 Wabash Hotel (*ca.* 1879-

W. Harrison street

NE cor. S. Clark st.
 Thom (1922-
 NW cor. S. Clark st.
 Rand McNally (1912-
 SE cor. S. Clark st.
 Poole Bros. (1898/1912-
 NW cor. S. Dearborn st.
 Pontiac (1891-
 SE cor. S. Dearborn st.
 Dearborn (*ca.* 1885-
 SW cor. S. Dearborn st.
 Transportation (1911-
 SE cor. S. Federal st.
 Transportation (1911-
 SW cor. S. Federal st.
 Edward Hotel (*ca.* 1890-
 NW cor. S. Franklin st.
 Mandel Bros. Warehouse (1902-
 NE cor. S. La Salle st.
 Rand McNally (1912-
 SE cor. S. La Salle st.
 Rumely (*ca.* 1912-
 SW cor. S. Plymouth ct.
 Dearborn (*ca.* 1885-
 NW cor. S. Sherman st.
 U. S. Appraiser's (1891-
 SW cor. S. Sherman st.
 Patten (1905-
 NW cor. S. Wells st.
 Born (1908/27-

W. Harrison street

SW cor. S. Wells st.
 Bridewell
 Grand Central Station (1890-

E. Hubbard street

NE cor. N. Michigan ave.
 Tribune Tower (1925-
 NW cor. N. Michigan ave.
 430 N. Michigan (1929-
 SW cor. N. Michigan ave.
 Wrigley (1924-
 SE cor. N. Rush st.
 Lake House (1835-1871 fire)
 Wrigley (1924-
 SE cor. N. State st.
 Landquist (*ca.* 1885-
 NE cor. N. Wabash ave.
 40 E. Hubbard (1894-
 SW cor. N. Wabash ave.
 Western News (1914-
 11-13 E. Hubbard st.
 11-13 E. Hubbard (*ca.* 1885-
 12-16 E. Hubbard st.
 12-16 E. Hubbard (*ca.* 1885
 17-19 E. Hubbard st.
 Western News (1926-
 18-20 E. Hubbard st.
 18-20 E. Hubbard (1898-
 22-24 E. Hubbard st.
 22-24 E. Hubbard (*ca.* 1901-
 46-54 E. Hubbard st.
 46-54 E. Hubbard (1894-
 51-53 E. Hubbard st.
 51-53 E. Hubbard (1894-
 56-62 E. Hubbard st.
 56-62 E. Hubbard (1894-
 117-21 E. Hubbard st.
 Samuel Bliss

W. Hubbard street

SE cor. N. Clark St.
 Revere House (1874-
 NW cor. N. Dearborn st.
 Criminal Court and County jail
 (1874-1892)
 Board of Health (1892-
 SE cor. N. LaSalle st.
 Hemlock (*ca.* 1888-
 SW cor. N. La Salle st.
 Oakley (1891-
 6-8 W. Hubbard st.
 6-8 W. Hubbard (*ca.* 1880-

N. Hudson avenue

SE cor. W. Blackhawk st.
 Marshall Field Apartments (1929-
 NE cor. W. Siegel st.
 Marshall Field Apartments (1929-

E. Huron street

SW cor. N. Lake Shore dr.
 American Furniture Mart (1923/26-
 NE cor. N. Michigan ave.
 Allerton Hotel (1924-
 NW cor. N. Michigan ave.
 700 N. Michigan (*ca.* 1930-
 SE cor. N. Rush st.
 Cyrus McCormick (1879-

W. Huron street

SW cor. N. Clark st.
 Wacker Hotel (1926-
 SE cor. N. Orleans st.
 Orleans-Huron (1930-

E. Illinois street

NE cor. N. Michigan ave.
 Medinah Club (1929-
 SE cor. N. Michigan ave.
 W. G. N. Studio (1935-
 NW cor. N. St. Clair st.
 160 E. Illinois (1908-
 SE cor. N. St. Clair st.
 431-51 N. St. Clair (1907-
 SW cor. N. St. Clair st.
 Tribune Plant (1920-
 SW cor. N. Wabash ave.
 Dr. V. C. Price (1880-
 11-15 E. Illinois st.
 Kohnstamm (1900-
 17-19 E. Illinois st.
 Western Cold Storage Co. (1895-
 213-17 E. Illinois st.
 213-17 E. Illinois (1912-
 219-23 E. Illinois st.
 Manierre Warehouse (1904-
 225-39 E. Illinois st.
 225-39 E. Illinois (1895-
 241-43 E. Illinois st.
 241-43 E. Illinois (1894-
 311 E. Illinois st.
 311 E. Illinois (1897-
 319-33 E. Illinois st.
 319-33 E. Illinois (1899-
 337-51 E. Illinois st.
 337-51 E. Illinois (1902-

365-467 E. Illinois st.
 Pugh Warehouses (1905/20-
 501-89 E. Illinois st.
 Pugh Warehouses (1905/20-

W. Illinois street

NW cor. N. Dearborn st.
 Boyce (1912/13-
 SW cor. N. Dearborn st.
 County Jail (1892-1936)
 SE cor. N. Franklin st.
 Roos, Henshaw & Co. (1876-
 NW cor. N. Orleans st.
 John Sexton (1917/29-
 108-14 W. Illinois st.
 Grommes & Ulrich
 116-22 W. Illinois st.
 Boylston (1913-

E. Jackson street

NW cor. S. Michigan ave.
 Kadish's Natatorium (*see* Railway
 Exchange)
 Railway Exchange (1904-
 SW cor. S. Michigan ave.
 Stratford Hotel (1872-1922)
 Continental Companies (1924-
 NE cor. S. State st.
 Lytton (1913-
 SE cor. S. State st.
 Komiss (1872-
 NE cor. S. Wabash ave.
 Matteson House 2 (-ca. 1889)
 Wellington Hotel (ca. 1890-1915)
 Lyon & Healy (1916-
 NW cor. S. Wabash ave.
 Steger 1 (-1909)
 Steger 2 (1910-
 SE cor. S. Wabash ave.
 Pierce Block
 57 E. Jackson (1899-
 SW cor. S. Wabash ave.
 Chickering Hall (1878-1916)
 Kimball (1917-
 18-22 E. Jackson st.
 Douglas (1912-
 19-23 E. Jackson st.
 Finchley (1928-
 61-65 E. Jackson st.
 Trinity Church (1860-1871 fire)
 First Regiment Infantry
 Illinois Theater (1900-1936)

W. Jackson street

NW cor. S. Canal st.
 Chgo. Union Station (1924-
 NE cor. S. Clark st.
 Chgo. P. O. & Custom House (1879-
 1896)
 Federal (1905-
 NW cor. S. Clark st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1921)
 Continental Illinois (1924-
 SE cor. S. Clark st.
 Grace Hotel (1889-
 SW cor. S. Clark st.
 Austin (1886-
 NE cor. S. Clinton st.
 Chgo. Union Station (1924-
 NE cor. S. Dearborn st.
 Great Northern Hotel (1892-1940)
 NW cor. S. Dearborn st.
 Chgo. P. O. & Custom House (1879-
 1896)
 Federal (1905-
 SW cor. S. Dearborn st.
 Monadnock (1891-
 SE cor. S. Federal st.
 Monadnock (1891-
 SW cor. S. Federal st.
 Union League Club 1 (1886-1927)
 Union League Club 2 (1928-
 NE cor. S. Franklin st.
 C. & N. W. Ry. Office (1904-
 NW cor. S. Franklin st.
 234 S. Franklin (1887-
 SE cor. S. Franklin st.
 Brooks (1910-
 SW cor. S. Franklin st.
 Bodie Block (1883-1927)
 Jackson-Franklin (1929-
 NE cor. S. La Salle st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1895)
 Illinois Trust & Savings Bank (1896-
 1923)
 Continental Illinois (1924-
 NW cor. S. La Salle st.
 Counselman (1884-1920)
 Federal Reserve Bank (1922-
 SE cor. S. La Salle st.
 Austin (1886-
 SW cor. S. La Salle st.
 Board of Trade 3 (1885-1929)
 Board of Trade 4 (1930-

W. Jackson street

NE cor. S. Market st.
 231-39 S. Market (*ca.* 1888-
 NW cor. S. Market st.
 224-38 S. Market (1892-
 SE cor. S. Market st.
 325 W. Jackson (1904/11-
 SW cor. S. Market st.
 300-08 S. Market (1887-
 SE cor. S. Sherman st.
 Board of Trade 3 (1885-1929)
 Board of Trade 4 (1930-
 SW cor. S. Sherman st.
 Brother Jonathan (1887-1911)
 Insurance Exchange (1912-
 NW cor. S. State st.
 Hub (1883-1947)
 Bond (1949-
 SW cor. S. State st.
 Maurice L. Rothschild (1906/10/28-
 NE cor. S. Wells st.
 Medinah (1893-1931)
 NW cor. S. Wells st.
 234 S. Wells (1912-
 SE cor. S. Wells st.
 Insurance Exchange (1912-
 SW cor. S. Wells st.
 Wilson
 McKinlock Block (1898-
 20-28 W. Jackson st.
 Great Northern Office (1895-
 160 W. Jackson st.
 Royal Insurance (1885-1920)
 166-70 W. Jackson st.
 166 W. Jackson (1914/22-
 212-20 W. Jackson st.
 216 W. Jackson (1899-
 308-10 W. Jackson st.
 310 W. Jackson (1887-
 320-22 W. Jackson st.
 320-22 W. Jackson (*ca.* 1880-

S. Jefferson street

SW cor. W. Monroe st.
 Monroe-Jefferson (1889-

N. Kingsbury street

NE cor. W. Superior st.
 Hall Printing Co. (1908-

E. Kinzie street

SE cor. N. State st.
 Central Chicago Garage (1924-

12-14 E. Kinzie st.
 12-14 E. Kinzie (1902-

W. Kinzie street

E cor. N. Clark st.
 Revere House (-1871 fire)
 McCormick Hall (1873-
 SW cor. N. Clark st.
 John R. Thompson (1912-
 SW cor. N. Dearborn st.
 Central Cold Storage Warehouse
 (1916-
 SE cor. N. Dearborn st.
 Caravetta (*ca.* 1900-
 NW cor. N. Franklin st.
 Union Special Machine Co. (1918-
 SE cor. N. Orleans st.
 Chicago & Northwestern Ry. Office
 (1873-
 Merchandise Mart (1929-
 SW cor. N. Wells st.
 Wells Street Station (1882-1927)
 Merchandise Mart (1929-
 109-21 W. Kinzie st.
 Booth Cold Storage Co. (1901-

E. Lake Shore drive

SW cor. N. Lake Shore dr.
 999 Lake Shore Drive (1912-
 SE cor. N. Michigan ave.
 Drake Hotel (1920-
 171-79 E. Lake Shore dr.
 Drake Towers (1929-
 181-191 E. Lake Shore dr.
 Lake Shore Drive Hotel (1923-
 193-201 E. Lake Shore dr.
 The Breakers (1915-
 205-15 E. Lake Shore dr.
 209 E. Lake Shore Drive (1924-
 217-27 E. Lake Shore dr.
 219 E. Lake Shore Drive (1922-
 229-39 E. Lake Shore dr.
 Shoreland Apts. (1918-

N. Lake Shore drive

NW cor. E. Banks st.
 Potter Palmer (1885-
 NW cor. E. Burton pl.
 1500 N. Lake Shore Drive (1931-
 SW cor. E. Burton pl.
 1448 N. Lake Shore Drive (1927-
 NW cor. E. Cedar st.
 Marshall Apartments (1906-

SW cor. E. Chestnut st.
 Lake Shore Club (1924-
 SW cor. E. Chicago ave.
 McKinlock Campus (1926/27/32-
 NW cor. E. Division st.
 Stewart Apartments (1912-
 NW cor. E. Elm st.
 1130 N. Lake Shore Drive (1910-
 SW cor. E. Elm st.
 1120 N. Lake Shore Drive (1925-
 NW cor. E. Erie st.
 American Furniture Mart (1923/26-
 SW cor. E. Huron st.
 American Furniture Mart (1923/26-
 SW cor. E. Lake Shore dr.
 999 Lake Shore Drive (1912-
 SW cor. E. Ohio st.
 Lake Shore-Ohio (1910-
 NW cor. E. Schiller st.
 1400 N. Lake Shore Drive (1927-
 SW cor. E. Schiller st.
 Potter Palmer (1885-
 SW cor. E. Scott st.
 Illinois Life (1921-
 NW cor. E. Superior st.
 McKinlock Campus (1926/27/32-
 NW cor. E. Walton st.
 936 N. Lake Shore Drive (1913-
 940-42 N. Lake Shore dr.
 942 N. Lake Shore Drive (1915-
 1242 N. Lake Shore dr.
 1242 N. Lake Shore Drive (1929-
 1420 N. Lake Shore dr.
 1420 N. Lake Shore Drive (1929-
 1430 N. Lake Shore dr.
 1430 N. Lake Shore Drive (1928-
 1540 N. Lake Shore dr.
 1540 N. Lake Shore Drive (1925-

E. Lake street

NE cor. N. Garland court
 200 N. Michigan (1927-
 NW cor. N. Garland court
 DePaul (1928-
 NE cor. N. Michigan ave.
 Adams House 1 (1858-1871 fire)
 Lake Michigan (*ca.* 1872-
 NW cor. N. Michigan ave.
 McCormick (1872-1926)
 200 N. Michigan (1927-
 SE cor. N. Michigan ave.
 S. B. Cobb (1864-1871 fire)
 Seneca D. Kimbark (1872-

SW cor. N. Michigan ave.
 Thompson & Taylor (*ca.* 1890-
 Harvester (1927-
 NE cor. N. State st.
 Tuttle (1872-
 SE cor. N. State st.
 City Hotel (1848-
 City Hotel Block (1873-
 Loop End (1890-
 NE cor. N. Wabash ave.
 Hibbard, Spencer, Bartlett & Co.
 Block (1872-
 Reed Block (1872-
 203 N. Wabash (1928-
 NW cor. N. Wabash ave.
 Leander J. McCormick Block (1872-
 SE cor. N. Wabash ave.
 Doggett (1872-1925)
 Medical & Dental Arts (1927-
 SW cor. N. Wabash ave.
 Burch Block (1857-1871 fire)
 Doane (1872-1899)
 Lemoyne (1900/15-
 7-23 E. Lake st.
 Chicago Theater (1921-
 65-69 E. Lake st.
 C. H. McCormick (1872-

W. Lake street

NE cor. N. Canal st.
 Green Tree Hotel (1833-
 NW cor. N. Clark st.
 Tribune, 1849-1850
 Merchants Hotel (1873-
 SE cor. N. Clark st.
 Greisheimer (1873-1948)
 SW cor. N. Clark st.
 Exchange (-1871 fire)
 192 N. Clark (1885-
 NE cor. N. Dearborn st.
 Dearborn-Lake Garage (1928-
 NW cor. N. Dearborn st.
 Tremont House 1 (1833-1839 fire)
 Commercial Hotel (1872-
 SE cor. N. Dearborn st.
 Tremont House 2 (1840-1849 fire)
 Tremont House 3 (1850-1871 fire)
 Tremont House 4 (1873-1937)
 SW cor. N. Dearborn st.
 Dickey (1873-1922)
 Selwyn-Harris Theater (1923-
 NE cor. N. Franklin st.
 Walsh (*ca.* 1875-

W. Lake street

NW cor. N. Garvey court
 North-Loop Garage (1928-
 NE cor. N. La Salle st.
 Marine Bank (-1871 fire)
 Marine (1873-1928)
 NW cor. N. La Salle st.
 Fairbanks, Morse & Co. (1879-1925)
 SW cor. N. La Salle st.
 Tribune, 1847-1849
 Charles F. Grey (1868-1871 fire)
 Northern Pacific (1872-1929)
 SW cor. N. State st.
 State-Lake (1917-
 SE cor. N. Wacker dr.
 Eagle Exchange Tavern (1829-
 Republican Wigwam (1860)
 333 W. Lake (1898-
 SW cor. N. Wacker dr.
 Ullman (1875-
 Great Lakes (1912-
 NE cor. N. Wells st.
 Robbins (1872-
 201 N. Wells (1930-
 NW cor. N. Wells st.
 Northwestern (1883-
 11 W. Lake st.
 Burton Estate (1876-
 14-16 W. Lake st.
 14-16 W. Lake (1912-
 106-10 W. Lake st.
 Norman (1915-
 112-22 W. Lake st.
 120 W. Lake (1928-
 125-31 W. Lake st.
 Sherman Hotel Annex (1925-
 165 W. Lake st.
 S. B. Cobb (1872-
 166-68 W. Lake st.
 166-68 W. Lake (1872-1941)
 173 (old number) W. Lake st.
 Masonie (pre-fire)
 Tribune, 1850-1852

N. La Salle street

SE cor. W. Carroll ave.
 Reid, Murdoch & Co. (1913-
 NW cor. W. Elm st.
 1140 N. La Salle (1928-
 SE cor. W. Hubbard st.
 Hemlock (*ca.* 1888-

SW cor. W. Hubbard st.
 Oakley (1891-
 NE cor. W. Lake st.
 Marine Bank (-1871 fire)
 Marine (1873-1928)
 NW cor. W. Lake st.
 Fairbanks, Morse & Co. (1879-1925)
 SW cor. W. Lake st.
 Tribune, 1847-1849
 Charles F. Grey (1868-1871 fire)
 Northern Pacific (1872-1929)
 NE cor. W. Madison st.
 Schweizer Block (1872-1888)
 Tacoma (1889-1929)
 1 N. La Salle (1930-
 NW cor. W. Madison st.
 La Salle (1872-1908)
 La Salle Hotel (1909-
 NW cor. W. Maple st.
 1100 N. La Salle (1930-
 SE cor. W. Oak st.
 Henrotin Hospital 1 (1906-
 Henrotin Hospital 2 (1935-
 SW cor. W. Ohio st.
 Ohio (*ca.* 1880-
 SW cor. W. Ontario st.
 Chicago Flexible Shaft Co. (1894-
 NW cor. W. Randolph st.
 Metropolitan Block (-1871 fire)
 Metropolitan Block (1872-1923)
 Burnham (1924-
 SE cor. W. Randolph st.
 City Hall & County (1885-1906/08)
 City Hall & County (1911-
 SW cor. W. Randolph st.
 Lafayette (1872-1925)
 Metropolitan Block (1926-
 NW cor. W. Wacker dr.
 Clarke, Layton & Co. (1872-
 SE cor. W. Wacker dr.
 La Salle-Wacker (1930-
 SW cor. W. Wacker dr.
 Steele-Wedeles (1873-1925)
 Builders (1927-
 NE cor. W. Washington st.
 City Hall & County (1885-1906/08)
 City Hall & County (1911-
 NW cor. W. Washington st.
 Merchants (1873-1928)
 100 N. La Salle (1929-

- SE cor. W. Washington st.
 First Baptist Church (pre-fire)
 Chamber of Commerce 1 (1865-1871 fire)
 Chamber of Commerce 2 (1872-1889)
 Chamber of Commerce 3 (1890-1928)
 American National Bank (1929-)
- SW cor. W. Washington st.
 Washington Hotel
 Union 1 (1868-1871 fire)
 Union 2 (1872-1893)
 30 N. La Salle (1894-)
- 12-18 N. La Salle st.
 Oriental 1 (-1871 fire)
 Oriental 2 (1872-1907)
- 15-19 N. La Salle st.
 Watson (1893-1929)
- 21-23 N. La Salle st.
 Chemical Bank (1894-1927)
- 116-20 N. La Salle st.
 Oxford (1891-1935)
- 124-26 N. La Salle st.
 State Savings Institution (1873-)
- 319-33 N. La Salle st.
 Reid, Murdoch & Co. (1913-)
- 830 N. La Salle st.
 Moody Bible Institute (1937-)
- S. La Salle street**
 NE cor. W. Adams st.
 Home Insurance (1855/91-1931)
 Field (1932-)
- NW cor. W. Adams st.
 Schloesser Block (1872-1903)
 National Republic Bank (1903-)
- SE cor. W. Adams st.
 City Hall (1872-1885)
 Rookery (1886-)
- SW cor. W. Adams st.
 Continental Bank (1885-1912)
 208 S. La Salle (1914-)
- NE cor. W. Harrison st.
 Rand McNally (1912-)
- SE cor. W. Harrison st.
 Rumely (*ca.* 1912-)
- NE cor. W. Jackson st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1895)
 Illinois Trust & Savings Bank (1896-1923)
 Continental Illinois Bank (1924-)
- NW cor. W. Jackson st.
 Counselman (1884-1920)
- Federal Reserve Bank (1922-)
- SE cor. W. Jackson st.
 Austin (1886-)
- SW cor. W. Jackson st.
 Board of Trade 3 (1885-1920)
 Board of Trade 4 (1930-)
- SE cor. W. Madison st.
 Major Block 1 (-1871 fire)
 Major Block 2 (1872-1914)
 Roanoke (1915/26-)
- SW cor. W. Madison st.
 Old Otis Block (1873-1910)
 Otis (1912-)
- NE cor. W. Monroe st.
 Nixon (1871-1889)
 La Salle-Monroe (1894-)
- NW cor. W. Monroe st.
 Bryan Block 1 (1871-1871 fire)
 Bryan Block 2 (1872-1904)
 Northern Trust Co. Bank (1905/28-)
- SE cor. W. Monroe st.
 Hampshire (1872-1905)
 Borland (1906/14-)
- SW cor. W. Monroe st.
 Woman's Temple (1892-1926)
 120 S. La Salle (1928-)
- NE cor. W. Polk st.
 W. P. Dunn (1912/14-)
- NE cor. W. Quincy st.
 Rookery (1886-)
- NW cor. W. Quincy st.
 Continental Bank (1885-1912)
 208 S. La Salle (1914-)
- SE cor. W. Quincy st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1895)
 Illinois Trust & Savings Bank (1896-1923)
 Continental Illinois Bank (1924-)
- SW cor. W. Quincy st.
 Mallers (1884-1920)
 Federal Reserve Bank (1922-)
- NE cor. W. Van Buren st.
 Mendel Block
 Utilities (1913/29-)
- NW cor. W. Van Buren st.
 332 S. La Salle (1886-1940)
- SE cor. W. Van Buren st.
 Omaha (1884-1913)
 Fort Dearborn Hotel (1914-)
- SW cor. W. Van Buren st.
 L. S. & M. S. and C. R. I. & P.

S. La Salle street

- Depot (1866-1871 fire) and (1872-
La Salle Street Station (1903-
19-21 S. La Salle st.
Arcade (-1871 fire)
Andrews (1872-1892)
Central Y. M. C. A. (1893-
27-33 S. La Salle st.
Farwell (1869-1871 fire)
Republic Life 1 (1870-1871 fire)
Equitable (1902-
111-17 S. La Salle st.
Calumet (1884-1913)
230 S. La Salle st.
Gaff (1884-1920)
305-15 S. La Salle st.
Traders (1885-1937)
319-21 S. La Salle st.
Board of Trade Hotel (*ca.* 1886-
323-31 S. La Salle st.
Chicago Open Board of Trade (1884-
1912)
411-41 S. La Salle st.
Western Union Telegraph (1919-
501-09 S. La Salle st.
501 S. La Salle (1909-1947
615-27 S. La Salle st.
Brock & Rankin (1903-
701-03 S. La Salle st.
Linden (*ca.* 1913-

W. Lomax place

- NE cor. S. Franklin st.
515-21 S. Franklin (1902-1947)
SE cor. S. Franklin st.
Bailey (1898/1903-
NW cor. S. Wells st.
Cluett (*ca.* 1886-1947)
SW cor. S. Wells st.
Wilson Bros. (1903-

E. Madison street

- NW cor. N. Michigan ave.
Tower (1899/1923-
SW cor. S. Michigan ave.
Willoughby (1891-1927)
Willoughby Tower (1929-
NE cor. N. State st.
1-3 N. State (1872-1899)
Mandel Bros. (1912-
SE cor. S. State st.
Schlesinger & Mayer (1873-1903)
Carson, Pirie, Scott & Co. (1900/03-

- NE cor. N. Wabash ave.
5 N. Wabash (1910-
NW cor. N. Wabash ave.
McClurg (1873-1899)
Mandel Brothers (1900/05-
SE cor. S. Wabash ave.
Continental Hotel (1873-1909)
Mallers (1910-
SW cor. S. Wabash ave.
Heyworth (1905-
71-73 E. Madison st.
Chicago Athletic Club (1906/26-

W. Madison street

- NW cor. N. Canal st.
C. & N. W. Ry. Station (1911-
NE cor. N. Canal st.
Chicago Daily News (1929-
NE cor. N. Clark st.
Morrison
NW cor. N. Clark st.
C.O.D. Block
6 N. Clark (1896-1941)
SE cor. S. Clark st.
Morrison Block 1 (1871-1871 fire)
Morrison Block 2 (1872-
Morrison Hotel 1 (1883-1912)
Morrison Hotel 2 (1914/25-
SW cor. S. Clark st.
Chicago Real Estate Board (1929-
NE cor. N. Clinton st.
Gault House
Little Sherman House
C. & N. W. Ry. Station (1911-
NE cor. N. Dearborn st.
Union Trust & Savings Bank (1876-
1905)
Manierre (1876-1905)
Boston Store (1905/17-
NW cor. N. Dearborn st.
Grant Hotel (1872-1940)
SE cor. S. Dearborn st.
Rumsey School (1844-
Tribune 1 (1869-1871 fire)
Tribune 2 (1872-1901)
7 S. Dearborn (1902-
SW cor. S. Dearborn st.
Reynolds (-1871 fire)
Hawley Block (1872-1892)
Hartford (1893/1903-
NE cor. N. Franklin st.
Galbraith (1873-1941)

- NW cor. N. Franklin st.
 Light (1873-)
 SE cor. S. Franklin st.
 Henderson & Co. (1872-)
 SW cor. S. Franklin st.
 Hamlin, Hale & Co. Wholesale (1872-
 Commercial Trade (1878-)
 NE cor. N. La Salle st.
 Schweizer Block (1872-1888)
 Tacoma (1889-1929)
 1 N. La Salle (1930-)
 NW cor. N. La Salle st.
 La Salle (1872-1908)
 La Salle Hotel (1909-)
 SE cor. S. La Salle st.
 Major Block 1 (-1871 fire)
 Major Block 2 (1872-1914)
 Roanoke (1915/26-)
 SW cor. S. La Salle st.
 Old Otis Block (1873-1910)
 Otis (1912-)
 SE cor. S. Market st.
 M. D. Wells (1872-1907)
 Hunter (1908-)
 SW cor. S. Market st.
 C. H. Fargo (1872-)
 Mullen (1878-)
 NW cor. N. State st.
 Dore Block (-1893)
 Champlain (1894-1916)
 Boston Store (1905/17-)
 SW cor. S. State st.
 Otis
 Chicago (1905-)
 NE cor. N. Wacker dr.
 Garden City Hotel (-1871 fire)
 Old M. Field & Co. Wholesale Ware-
 house (1872-)
 Hearst (1911-)
 NW cor. N. Wacker dr.
 Central Union Block 1 (1871-1889)
 Central Union Block 2 (1890-1926)
 Civic Opera (1929-)
 NW cor. N. Wells st.
 Old Daily News
 SE cor. S. Wells st.
 Security (1893-)
 SW cor. S. Wells st.
 201-05 W. Madison (*ca.* 1875-)
 12-16 W. Madison st.
 Crystal Block
 17-27 W. Madison st.
 McVicker's Theater 1 (1857-1871 fire)
 McVicker's Theater 2 (1872-1882)
 McVicker's Theater 3 (1883-1922)
 McVicker's Theater 4 (1923-)
 20-24 W. Madison st.
 Hershey Music Hall
 62-66 W. Madison st.
 Ottawa (1894-)
 63-69 W. Madison st.
 Chicagoan Hotel (1932-)
 118-22 W. Madison st.
 Brevoort Hotel 1 (1872-1905)
 Brevoort Hotel 2 (1906-)
 119-23 W. Madison st.
 Madison Square (1913-)
 125-29 W. Madison st.
 De Soto Block
 131-33 W. Madison st.
 Farwell Hall
 166-72 W. Madison st.
 Wadsworth (1873-)
 173-81 W. Madison st.
 Madison-La Salle (1927-)
 218-20 W. Madison st.
 Daleiden (1875-)
 222-24 W. Madison st.
 222-24 W. Madison (-1941)
 323-31 W. Madison st.
 Keith Brothers (1872-)
W. Maple street
 NW cor. N. Dearborn st.
 1100 N. Dearborn (1929-)
 SW cor. N. Dearborn st.
 Lansing Apartments (1924-)
 NW cor. N. La Salle st.
 1100 N. La Salle (1930-)
S. Market street
 NE cor. W. Adams st.
 320-26 W. Adams (*ca.* 1880-)
 SE cor. W. Adams st.
 Haskel (1880-)
 NW cor. W. Adams st.
 Farwell Block (1886-)
 SW cor. W. Adams st.
 Walker Warehouse (1888-)
 NE cor. W. Congress st.
 Society Brand (1913-)
 SE cor. W. Congress st.
 Commerce (1904-1947)

S. Market street

NE cor. W. Jackson st.
 231-39 S. Market (*ca.* 1888-
 NW cor. W. Jackson st.
 224-38 S. Market (1892-
 SE cor. W. Jackson st.
 325 W. Jackson (1904/11-
 SW cor. W. Jackson st.
 300-08 S. Market (1887-
 SE cor. W. Madison st.
 M. D. Wells (1872-1907)
 Hunter (1908-
 SW cor. W. Madison st.
 C. H. Fargo (1872-
 Mullen (1878-
 NE cor. W. Monroe st.
 Old Farwell Block (1872-
 NW cor. W. Monroe st.
 Jewett (1883-1940)
 SE cor. W. Monroe st.
 329 W. Monroe (1880-
 SW cor. W. Monroe st.
 Farwell Block (1886-
 NE cor. W. Quincy st.
 215 S. Market (1910-
 NW cor. W. Quincy st.
 Walker Warehouse (1888-
 SE cor. W. Quincy st.
 225-29 S. Market (1874/92-
 SW cor. W. Quincy st.
 224-38 S. Market (1892-
 SE cor. W. Van Buren st.
 Price (1897-
 SW cor. W. Van Buren st.
 Regal (1887-
 12-20 S. Market st.
 12-20 S. Market
 15-21 S. Market st.
 Daily Times (1884-
 22-30 S. Market st.
 Robert Law (1882-1940)
 25-27 S. Market st.
 25-27 S. Market (*ca.* 1897-
 31-33 S. Market st.
 31-33 S. Market (*ca.* 1888-
 105-17 S. Market st.
 Wilke (*ca.* 1885-
 119-23 S. Market st.
 119-23 S. Market (*ca.* 1885-
 125-27 S. Market st.
 125 S. Market (1891-
 129 S. Market st.
 129 S. Market (1924-

131-33 S. Market st.
 131-33 S. Market (*ca.* 1882-
 317-19 S. Market st.
 317-19 S. Market (*ca.* 1895-
 323-25 S. Market st.
 325 S. Market (1911-
 333-35 S. Market st.
 333-35 S. Market (*ca.* 1889-
 411-21 S. Market st.
 411-21 S. Market (*ca.* 1890-
 418-32 S. Market st.
 Blakely (1911-

N. McClurg court

NW cor. E. Grand ave.
 Winston (1916-
 SW cor. E. Ohio st.
 Winston (1916-

N. Michigan avenue

SW cor. E. Chestnut st.
 Michigan-Chestnut (1929-
 NW cor. E. Chicago ave.
 Chicago Water Tower (1869-
 SE cor. E. Chicago ave.
 Winston Apartments (1889-1937)
 SW cor. E. Chicago ave.
 Kinzie (1922-1934)
 SW cor. E. Chicago ave.
 Waller (1922-
 NW cor. E. Delaware pl.
 900 N. Michigan (1927-
 NW cor. E. Erie st.
 Farwell (1927-
 NW cor. E. Grand ave.
 Michigan Square (1930-
 SW cor. E. Grand ave.
 McGraw-Hill (1929-
 NE cor. E. Hubbard st.
 Tribune Tower (1925-
 NW cor. E. Hubbard st.
 430 N. Michigan (1929-
 SW cor. E. Hubbard st.
 Wrigley Annex (1924-
 NE cor. E. Huron st.
 Allerton Hotel (1924-
 NW cor. E. Huron st.
 700 N. Michigan (*ca.* 1930-
 NE cor. E. Illinois st.
 Medinah Club (1929-

SE cor. E. Illinois st.
 W. G. N. Studio (1935-
 NE cor. E. Lake st.
 Adams House 1 (1858-1871)
 Lake Michigan (*ca.* 1872-
 NW cor. E. Lake st.
 McCormick (1872-1926)
 200 N. Michigan (1927-
 SE cor. E. Lake st.
 S. B. Cobb (1864-1871 fire)
 Seneca D. Kimbark (1872-
 SW cor. E. Lake st.
 Thompson & Taylor (*ca.* 1890-
 Harvester (1927-
 SE cor. E. Lake Shore dr.
 Drake Hotel (1920-
 NW cor. E. Madison st.
 Tower (1899/1923-
 NW cor. E. Ohio st.
 John R. Thompson (1925-
 SW cor. E. Ohio st.
 Michigan Square (1930-
 NW cor. E. Ontario st.
 Women's Athletic Club (1928-
 NW cor. E. Randolph st.
 Dearborn Block (1872-1919)
 John Crerar Library (1920-
 SW cor. E. Randolph st.
 Chicago Public Library (1789-
 SE cor. E. North Water st.
 James S. Kirk & Co.
 Wrigley (1921-
 NE cor. E. South Water st.
 Bell (1925-
 NW cor. E. South Water st.
 Richmond House (1856-1871 fire)
 SW cor. E. South Water st.
 Loyal Hotel (1873-
 Carbide & Carbon (1929-
 NE cor. E. Superior st.
 Sterling (1929-
 SW cor. E. Superior st.
 720 N. Michigan (1924-
 SE cor. E. Wacker dr.
 333 N. Michigan (1928-
 SW cor. E. Wacker dr.
 Fort Dearborn (1804/16-1857)
 Hoyt (1872-1921)
 London Guarantee (1923-
 NE cor. E. Walton st.
 Drake Hotel (1920-

SE cor. E. Walton st.
 Palm Olive (1929-
 SW cor. E. Walton st.
 920 N. Michigan (1900-
 NW cor. E. Washington st.
 Chicago Public Library (1897-
 SW cor. E. Washington st.
 Michigan Boulevard (1914-
 12-22 N. Michigan ave.
 14 N. Michigan (1885/92-
 159-71 N. Michigan ave.
 159 N. Michigan (1879-
 166-68 N. Michigan ave.
 Federal Life (1911-
 205-17 N. Michigan ave.
 Adams House 2 (1873-
 400-12 N. Michigan ave.
 Wrigley (1921-
 443-51 N. Michigan ave.
 W. G. N. Studio (1935-

S. Michigan avenue

NW cor. E. Adams st.
 Brunswick Hotel (1883-1910)
 Peoples Gas (1911-
 SW cor. E. Adams st.
 Adams home (-1871 fire)
 Pullman (1884-
 (foot of) E. Adams st.
 Exposition (1873-1891)
 Art Institute (1892-
 NW cor. E. Balbo ave.
 John B. Drake home
 Blackstone Hotel (1909-
 SW cor. E. Balbo ave.
 Stevens Hotel (1927-
 NW cor. E. Congress st.
 Auditorium Hotel (1889-
 SW cor. E. Congress st.
 H. M. Wilmarth home
 Michigan Avenue Hotel (1870-
 Congress Hotel (1893/1902/07-
 SW cor. E. Harrison st.
 Fairbanks-Morse (1907-
 NW cor. E. Jackson st.
 Kadish's Natatorium (*see* Railway
 Exchange)
 Railway Exchange (1904-
 SW cor. E. Jackson st.
 Stratford Hotel (1872-1922)
 Continental Companies (1924-

S. Michigan avenue

SW cor. E. Madison st.
 Willoughby (1891-1927)
 Willoughby Tower (1929-
 NW cor. E. Monroe st.
 McCormick (*ca.* 1885-1907)
 University Club (1909-
 SW cor. E. Monroe st.
 Monroe (1912-
 NW cor. E. Roosevelt road
 Chicago Manual Training School
 1884-
 SE cor. E. Roosevelt road
 Park Row
 I. C. R. R. Co. Office (*ca.* 1893-
 I. C. R. R. Co. Station (1892-
 (foot of) E. South Water st.
 Central Depot (1856-1871 fire)
 NW cor. E. Van Buren st.
 Victoria Hotel (*ca.* 1875-1908)
 McCormick (1909-
 SW cor. E. Van Buren st.
 Chicago Club 2 (1885-1929)
 Chicago Club 3 (1930-
 NW cor. E. 8th st.
 Stevens Hotel (1927-
 SW cor. E. 8th st.
 Bucklen (1884-1933)
 NW cor. E. 9th st.
 Crane Co. (1913-
 SW cor. E. 9th st.
 Standard Oil (1911/27-
 SW cor. E. 11th st.
 Kimball (1892-
 NE cor. E. 13th st.
 Winton (1904-
 NW cor. E. 21st st.
 Studebaker (1910-
 10-16 S. Michigan ave.
 Chicago Athletic Club (1893-
 18-22 S. Michigan ave.
 Gage (1898-
 18-24 S. Michigan ave.
 Panorama
 24-26 S. Michigan ave.
 Edson Keith (1898-
 28-30 S. Michigan ave.
 Ascher (1898-
 110-14 S. Michigan ave.
 Illinois Athletic Club (1908-
 116-18 S. Michigan ave.
 Lake View (1906-
 127-32 (old number)
 Chicago Fire Cyclorama

212-20 S. Michigan ave.
 Orchestra Hall (1905-
 216-22 S. Michigan ave.
 Palmer House Stables (*see* Railway
 Exchange)
 318-20 S. Michigan ave.
 318 S. Michigan (1885-
 410-20 S. Michigan ave.
 Fine Arts (1886-
 616-20 S. Michigan ave.
 Petroleum (1913-
 624-30 S. Michigan ave.
 Blum (1908/22-
 828-34 S. Michigan ave.
 830 S. Michigan Avenue Hotel (1895-
 1006-12 S. Michigan ave.
 1006-12 S. Michigan (1904-
 1108-10 S. Michigan ave.
 1108-10 S. Michigan (1898-
 1140-44 S. Michigan ave.
 Grant Park Arms Apartments (1891-

E. Monroe street

SW cor. S. Columbus dr.
 Goodman Memorial Theater (1925-
 NW cor. S. Michigan ave.
 McCormick (*ca.* 1885-1907)
 University Club (1909-
 SW cor. S. Michigan ave.
 Monroe (1912-
 NE cor. S. State st.
 Mentor 1 (1873-1905)
 Mentor 2 (1906-
 SE cor. S. State st.
 Palmer House 2 (1871-1871 fire)
 Palmer House 3 (1875-1923/1925)
 Palmer House 4 (1925/27-
 NE cor. S. Wabash ave.
 Haddock Block (*ca.* 1873-
 Champlain (1903-
 NW cor. S. Wabash ave.
 Windsor-Clifton Hotel (1873-1927)
 Carson, Pirie, Scott & Co. (1927-
 SE cor. S. Wabash ave.
 Williams (1873-
 SW cor. S. Wabash ave.
 Ballard Block (1873-1912)
 Goddard (1913-
 12-14 E. Monroe st.
 De Jonghe's Hotel (1876-1939)
 Monroe Garage (1940-

W. Monroe street

NE cor. S. Clark st.
 First National Bank (1906-
 NW cor. S. Clark st.
 100 W. Monroe (1927-
 SE cor. S. Clark st.
 Constitution Block (1872-
 79 W. Monroe (1906-
 SW cor. S. Clark st.
 Foote Block (1873-1894)
 105 W. Monroe (1895-
 NW cor. S. Clinton st.
 Plamondon (*ca.* 1901/06-
 NE cor. S. Dearborn st.
 35 S. Dearborn (1878-
 NW cor. S. Dearborn st.
 U. S. P. O. & Custom House (1855-
 1871 fire)
 Haverly's Theater (1872-1881)
 First National Bank 2 (1882-1902)
 First National Bank 3 (1903-
 SE cor. S. Dearborn st.
 Shepard Block 1 (1869-1871 fire)
 Shepard Block 2 (1872-
 Commercial National Bank (1884-
 1933)
 SW cor. S. Dearborn st.
 Howland Block 1 (1869-1871 fire)
 Howland Block 2 (1872-1911)
 Westminster (1912-
 NE cor. S. Franklin st.
 222 W. Monroe (1874-
 NW cor. S. Franklin st.
 Old Farwell Block (1872-1909)
 Hart, Schaffner & Marx (1910-
 SE cor. S. Franklin st.
 Butler Paper Co. (*ca.* 1885/1901-
 SW cor. S. Franklin st.
 Hovey (1873-
 SW cor. S. Jefferson st.
 Monroe-Jefferson (1889-
 NE cor. S. La Salle st.
 Nixon (1871-1889)
 La Salle-Monroe (1894-
 NW cor. S. La Salle st.
 Bryan Block 1 (1871-1871 fire)
 Bryan Block 2 (1872-1904)
 Northern Trust Co. Bank (1905/28-
 SE cor. S. La Salle st.
 Hampshire (1872-1905)
 Borland (1906/14-
 SW cor. S. La Salle st.
 Woman's Temple (1892-1926)
 120 S. La Salle (1928-

NE cor. S. Market st.
 Old Farwell Block (1872-1909)
 NW cor. S. Market st.
 Jewett (1883-
 SE cor. S. Market st.
 329 W. Monroe (1880-
 SW cor. S. Market st.
 Farwell Block (1886-
 NW cor. S. State st.
 North American (1912-
 SW cor. S. State st.
 Pike Block (1873-
 NW cor. S. Wells st.
 208 W. Monroe (1879-
 SE cor. S. Wells st.
 Wells-Monroe (1889-
 SW cor. S. Wells st.
 Williams Block (1874-1897)
 Williams (1898-
 16 W. Monroe st.
 Bennett House (1872-1903)
 16-22 W. Monroe st.
 Majestic (1905-
 21-29 W. Monroe st.
 American Express Co. (1873/96-1919)
 55-59 W. Monroe st.
 Columbia Theater (1881-1900)
 Monroe Theater (1900-
 60-70 W. Monroe st.
 Lombard Block (-1871 fire)
 Chicago Museum (1874-1881)
 64-70 W. Monroe st.
 Dr. V. C. Dyer home
 Montauk Block (1882-1902)
 73-75 W. Monroe st.
 Culver, Page & Hoyne Warehouse
 (1870-1871 fire)
 111-19 W. Monroe st.
 Taylor
 Harris Trust Bank (1911-
 121-27 W. Monroe st.
 Fernando Jones home
 Rand McNally (1880-1900)
 Downtown Parking Stations, Inc.
 (1900-
 122-26 W. Monroe st.
 Kent (1872-1892)
 158-60 W. Monroe st.
 Harding's Restaurant (*ca.* 1885-
 168-72 W. Monroe st.
 168-72 W. Monroe
 173-75 W. Monroe st.
 Monroe-La Salle Garage (*ca.* 1875/1923-

W. Monroe street

- 210-12 W. Monroe st.
Goodman (1881-)
- 221-29 W. Monroe st.
Butler Paper Co. (ca. 1875-)
- 300-30 W. Monroe st.
Old Farwell Block (1875-1909/)
- 364-76 W. Monroe st.
364-76 W. Monroe (1882-1937)
- 740-64 W. Monroe st.
Central High School (1856-)

W. North avenue

- NE cor. N. Clark st.
Chicago Historical Society 4 (1931-)
- SE cor. N. Clark st.
Plaza Hotel (1892-)
- SW cor. N. State pkwy.
1550 N. State Parkway (1918-)

W. North Bank drive

- NE cor. N. Orleans st.
Merchandise Mart (1929-)
- NW cor. N. Wells st.
Merchandise Mart (1929-)

E. North Water street

- NW cor. N. Michigan ave.
Wrigley Annex (1924-)
- SE cor. N. Michigan ave.
James S. Kirk & Co.
- SW cor. N. Michigan ave.
Wrigley (1921-)
- NE cor. N. Rush st.
Wrigley Annex (1924-)
- SE cor. N. Rush st.
Wrigley (1921-)
- SW cor. N. Rush st.
Central Warehouse (1889-)
- NE cor. N. St. Clair st.
431-51 N. St. Clair (1907-)
- 201-17 E. North Water st.
Hibbard, Spencer, Bartlett & Co.
(1926-)

E. Oak street

- 36-42 E. Oak st.
40 E. Oak (1928-)

W. Oak street

- NW cor. N. Clark st.
Burlingham (ca. 1891-)

SE cor. N. Clark st.

- Newberry Library (1892-)
- NE cor. N. Dearborn st.
Harriet H. McCormick Memorial
YWCA (1929-)
- SW cor. N. Dearborn st.
Newberry Library (1892-)
- SE cor. N. La Salle st.
Henrotin Hospital 1 (1906-)
- Henrotin Hospital 2 (1935-)

E. Ohio street

- SW cor. N. Lake Shore dr.
Lake Shore-Ohio
- SW cor. N. McClurg ct.
Winston (1916-)
- NW cor. N. Michigan ave.
John R. Thompson (1925-)
- SW cor. N. Michigan ave.
Michigan Square (1930-)
- NE cor. N. Rush st.
100 E. Ohio (1924-)
- NW cor. N. Rush st.
Virginia Hotel (1891-192-)
- SE cor. N. Rush st.
Michigan Square (1930-)
- SW cor. N. Rush st.
Alexandria Hotel (1891-)
- NW cor. N. St. Clair st.
St. Clair Hotel (1928-)
- NW cor. N. Wabash ave.
Medinah Temple (1912-)
- SW cor. N. Wabash ave.
American Bankers Insurance Co.
(1929-)
- 11-15 E. Ohio st.
Berkshire Hotel (1926-)
- 17-19 E. Ohio st.
Devonshire Hotel (1927-)
- 49-53 E. Ohio st.
Alexandria Hotel Addition (1914-)
- 218-30 E. Ohio st.
Pelouze (1916-)
- 232-42 E. Ohio st.
Pelouze
- 330-52 E. Ohio st.
McClurg (1908-)
- 341-49 E. Ohio st.
Winston (1911-)
- 450-58 E. Ohio st.
Dunham (1926-)
- 451-71 E. Ohio st.
Borg (1919-)

W. Ohio street

SW cor. N. La Salle st.
Ohio (*ca.* 1880-
215 W. Ohio st.
Searle (1932-
325 W. Ohio st.
325 W. Ohio (1896-

E. Ontario street

SE cor. E. Erie st.
William B. Ogden (1837-1871 fire)
NW cor. N. Michigan ave.
Women's Athletic Club (1928-
SW cor. N. Rush st.
Croydon Hotel (1927-
NE cor. N. St. Clair st.
Popular Mechanics (1922-
NW cor. N. St. Clair st.
Eastgate Hotel (1926-
NE cor. N. Wabash ave.
William B. Ogden (1837-1871 fire)
SW cor. N. Wabash ave.
Medinah Temple (1912-
329-53 E. Ontario st.
McClurg (1909/14-

W. Ontario street

NE cor. N. Clark st.
Clarendon Hotel (1872-
NW cor. N. Dearborn st.
Chicago Historical Society 1 (-1871
fire)
Chicago Historical Society 2 (1877-
1890)
Chicago Historical Society 3 (1892-
SW cor. N. La Salle st.
Chicago Flexible Shaft Co. (1894-
SW cor. N. State st.
Ontario Hotel (1880-

N. Orleans street

SW cor. W. Carroll ave.
Davidson & Sons' (1872-
SE cor. W. Huron st.
Orleans-Huron (1930-
NW cor. W. Illinois st.
John Sexton (1917/29-
SE cor. W. Kinzie st.
C. & N.W. Ry. Office (1873-
Merchandise Mart (1929-
NE cor. W. North Bank dr.
Merchandise Mart (1929-

E. Pearson street

NE cor. N. De Witt pl.
De Witt Hotel (1926-
NW cor. N. Rush st.
844 N. Rush (1923-
SE cor. N. Rush st.
820 N. Michigan (1925-
NE cor. N. Seneca st.
200 E. Pearson (*ca.* 1916-
NW cor. N. Seneca st.
Pearson Hotel (1923-
SW cor. N. Tower pl.
820 N. Michigan (1925-
NW cor. N. Wabash ave.
844 N. Rush (1923-
120 E. Pearson st.
Charles B. Farwell (1882-
210-18 E. Pearson st.
210 E. Pearson (1927-

N. Peshtigo ct.

SW cor. E. Grand ave.
Kraft Cheese Co. (1937-

S. Plymouth court

SW cor. W. Harrison st.
Dearborn (*ca.* 1885-
NE cor. W. Polk st.
Plymouth-Polk (1897-
SW cor. W. Polk st.
Polk Street Station (1883-
NE cor. W. Van Buren st.
Plymouth Hotel (*ca.* 1885-
NW cor. W. Van Buren st.
Fisher (1896/1907-
SW cor. W. Van Buren st.
Old Colony (1894-
306-34 S. Plymouth court
Standard Club (1926-
311-15 S. Plymouth court
John Marshall Law School (1911-
317-25 S. Plymouth court
321 S. Plymouth (*ca.* 1909-
326-34 S. Plymouth court
Boyleston (1875-1925)
416-20 S. Plymouth court
Plymouth (1900-
422-38 S. Plymouth court
Manhattan (1890-
440-44 S. Plymouth court
Como (1887-1938)
441-43 S. Plymouth court
441-43 S. Plymouth (*ca.* 1888-

S. Plymouth court

445-47 S. Plymouth court
 445-47 S. Plymouth (1897-
 501-09 S. Plymouth court
 Woreester (1887-
 511-15 S. Plymouth court
 511-15 S. Plymouth (1894/1920-
 518-34 S. Plymouth court
 Franklin (1887-
 523-29 S. Plymouth court
 Peterson (1917-
 531-37 S. Plymouth court
 Mergenthaler Linotype (1917-
 536-44 S. Plymouth court
 Terminals (1892-
 621-31 S. Plymouth court
 Moser (1909-
 633-41 S. Plymouth court
 Pope (1904-
 700-32 S. Plymouth court
 Donohue (1883/1913-
 701-09 S. Plymouth court
 Plymouth Court Garage (1927-

W. Polk street

SE cor. S. Federal st.
 Polk Street Station (1883-
 NE cor. S. La Salle st.
 W. P. Dunn (1912/14-
 NE cor. S. Plymouth court
 Plymouth-Polk (1897-
 SW cor. S. Plymouth court
 Polk Street Station (1883-
 NW cor. S. Sherman st.
 Printers (1908-
 NE cor. S. Wells st.
 731-41 S. Wells (1904-
 SE cor. S. Wells st.
 Polk-Wells (1912-
 323 W. Polk st.
 Pennsylvania Freight Terminal (1918-

S. Prairie avenue

SW cor. E. 18th st.
 Glessner (1886-

W. Quincy street

NW cor. S. Clark st.
 Bankers (1927-
 SW cor. S. Clark st.
 Grand Pacific Hotel 1 (1871-1871 fire)
 Grand Pacific Hotel 2 (1873-1921)
 Continental Illinois Bank (1924-

NE cor. S. Dearborn st.
 Temple Court (1886-1940)
 NW cor. S. Dearborn st.
 Bigelow House (1871-1871 fire)
 SE cor. S. Dearborn st.
 Great Northern Hotel (1892-1940)
 NE cor. S. Franklin st.
 Marshall Field Wholesale (1887-1930)
 NW cor. S. Franklin st.
 212-14 S. Franklin (1884-
 SW cor. S. Franklin st.
 230 S. Franklin (1887-
 NE cor. S. La Salle st.
 City Hall (1872-1885)
 Rookery (1886-
 NW cor. S. La Salle st.
 Continental Bank (1885-1912)
 208 S. La Salle (1914-
 SE cor. S. La Salle st.
 Continental Illinois Bank (1924-
 SW cor. S. La Salle st.
 Mallers (1884-1920)
 Federal Reserve Bank (1922-
 NE cor. S. Market st.
 215 S. Market (1910-
 NW cor. S. Market st.
 Walker Warehouse (1888-
 SE cor. S. Franklin st.
 C. & N.W. Ry. Office (1904-
 SE cor. S. Market st.
 225-29 S. Market (1874/92-
 SW cor. S. Market st.
 224-38 S. Market (1892-
 NW cor. S. State st.
 John M. Van Osdel residence (1851-
 Palmer House I
 Gunther (1875-1912)
 Consumers (1913-
 SW cor. S. State st.
 Benson & Rixon (1937-
 NE cor. S. Wells st.
 Sheppard (1892-1912)
 208 S. La Salle (1914-
 NW cor. S. Wells st.
 Marshall Field Wholesale (1887-1930)
 SE cor. S. Wells st.
 Wells-Quincy (1914-
 SW cor. S. Wells st.
 Foster (ca. 1880-
 11-19 W. Quincy st.
 Bond (1949-
 18-22 W. Quincy st.
 Baltimore (1896-1930)

18-30 W. Quincy st.
 Palmer House Garage (1930-
 17 W. Quincy st.
 Quincy No. 9 (*ca.* 1895-
 21-29 W. Quincy st.
 David M. Bradley home (1837-
 Majestic Hotel (1893-
 24-30 W. Quincy st.
 Quincy (1878-1930)
 165 W. Quincy st.
 166 W. Jackson (1914/22-
 166 W. Quincy st.
 Rand-McNally (1890-1911)
 310-18 W. Quincy st.
 Adams (1879-
 319-23 W. Quincy st.
 320-22 W. Jackson (*ca.* 1880-
 320-22 W. Quincy st.
 323-25 W. Adams (1881-
 364-72 W. Quincy st.
 Palmer (1905-

E. Randolph street

NW cor. N. Michigan ave.
 Dearborn Block (1872-1919)
 John Crerar Library (1920-
 SW cor. N. Michigan ave.
 Chicago Public Library (1897-
 NE cor. N. State, north of
 Brunswick 1 (-1871 fire)
 Brunswick 2 (1872-
 NE cor. N. State
 Windett (1872-
 Masonic Temple (1892-1939)
 SE cor. N. State st.
 Central Music Hall (1879-1901)
 Marshall Field Store (1902-
 NE cor. N. Wabash ave.
 Wabash-Randolph (1872-
 NW cor. N. Wabash ave.
 Atlas Block (1879-1940)
 SE cor. N. Wabash ave.
 Bishop (1879-
 SW cor. N. Wabash ave.
 Trude (1897-1912)
 Marshall Field Store (1914-
 16-20 E. Randolph st.
 Ryerson (1884-1939)
 62-74 E. Randolph st.
 Bowen (1872-
 80-84 E. Randolph st.
 Taylor

W. Randolph street

NE cor. N. Canal st.
 Butler Brothers (1922-
 SE cor. N. Canal st.
 Butler Brothers (1913-20)
 and (1913-
 NE cor. N. Clark st.
 Evans Block (pre-fire)
 Tribune, 1852-1869
 Ashland Block 1 (1872-
 Ashland Block 2 (1892-
 NW cor. N. Clark st.
 Sherman House 1 (1837/44-1861)
 Sherman House 2 (1861-1871 fire)
 Sherman House 3 (1873-1910)
 Sherman House 4 (1911/20/25-
 SE cor. N. Clark st.
 Court House 1 (1835-
 McCarthy (-1871 fire)
 Randolph (1872-
 SW cor. N. Clark st.
 City Hall & County (1885-1906/08)
 City Hall & County (1911-
 NE cor. N. Dearborn st.
 Delaware (1874-
 NW cor. N. Dearborn st.
 Matteson House 1 (-1871 fire)
 Borden Block (1880-1916)
 Woods (1917-
 SE cor. N. Dearborn st.
 Young America Hotel (1853-1859)
 McCormick Block (1860-1871 fire)
 McCormick Block (1873-1920)
 United Artists (1921-
 SW cor. N. Dearborn st.
 Rawson (1887-1915)
 140 N. Dearborn (1916-
 SE cor. N. Franklin st.
 Soden (1893-
 SW cor. N. Franklin st.
 Fitch (1876-
 NW cor. N. La Salle st.
 Metropolitan Block (-1871 fire)
 Metropolitan Block (1872-1923)
 Burnham (1924-
 SE cor. N. La Salle st.
 City Hall & County (1885-1906/08)
 City Hall & County (1911-
 SW cor. N. La Salle st.
 Lafayette (1872-1925)
 Metropolitan Block (1926-

W. Randolph street

NW cor. N. State st.
 State-Randolph (1873-
 SW cor. N. State st.
 Charles Tobey and Brother (pre-fire)
 Bay State (1872-
 NW cor. N. Wacker dr.
 Lind Block (1852-
 SE cor. N. Wacker dr.
 Henry Channon (1920-
 SW cor. N. Wacker dr.
 Chgo. Cold Storage Exchange Ware-
 house (1891-1902)
 NE cor. N. Wells st.
 Briggs House 1 (1856-1871 fire)
 Briggs House 2 (1873-1928)
 188 W. Randolph (1929-
 NW cor. N. Wells st.
 Cambridge (1872-1946)
 SE cor. N. Wells st.
 Randolph Hotel (1874-
 Bismarek Hotel (1926-
 SW cor. N. Wells st.
 Metropolitan Hotel (-1871 fire)
 Albany Hotel (1913-
 Randolph-Wells (1914/28-
 18-32 W. Randolph st.
 32 W. Randolph (1926-
 23-29 W. Randolph st.
 Rice Theater 1 (1847-1850 fire)
 24-28 W. Randolph st.
 Colonial Theater
 58-64 W. Randolph st.
 Garrick (1892-
 66-72 W. Randolph st.
 Kingsbury's Hall
 Museum Theater, Aikens (1863-1871
 fire)
 66-72 W. Randolph st. (rear)
 Music Hall (1872-
 67-71 W. Randolph st.
 Henrici Restaurant (1875-
 87-91 W. Randolph st.
 City Hall Square Hotel (1892-
 118-20 W. Randolph st.
 Safety Deposit (1870-1871 fire)
 Fidelity (1872-1924)
 124 W. Randolph st.
 Hooley's Theater (1872-1924)
 155-59 W. Randolph st.
 Heath & Milligan (1872-

180-84 W. Randolph st.
 John Alston & Co. (1872-
 208-10 W. Randolph st.
 Bonfield (1872-
 211-19 W. Randolph st.
 Sibley (1873-
 Clock (1906-
 306-10 W. Randolph st.
 Randolph-Franklin (1872-
 318-22 W. Randolph st.
 Mueller (1908-

E. Roosevelt road

at Lake Michigan
 Adler Planetarium (1930-
 NW cor. S. Michigan ave.
 Chicago Manual Training School
 (1884-
 SE cor. S. Michigan ave.
 Park Row
 I. C. R. R. Co. Office (*ca.* 1893-
 I. C. R. R. Co. Station (1892-
 SE cor. S. Michigan ave. on Outer
 Drive
 Shedd Aquarium (1929-
 NW cor. S. Wabash ave.
 Roosevelt Hotel (1892-

N. Rush street

SW cor. E. Chestnut st.
 84 N. Rush (1923-
 NW cor. E. Delaware pl.
 Maryland Hotel (1926-
 NE cor. E. Erie st.
 Cyrus McCormick (1879-
 SW cor. E. Erie st.
 William B. Ogden (1837-1871 fire)
 NW cor. E. Grand ave.
 Bradley Hotel (*ca.* 1892-
 SE cor. E. Hubbard st.
 Lake House (1835-1871 fire)
 Wrigley Annex (1924-
 SE cor. E. Huron st.
 Cyrus McCormick (1879-
 NE cor. E. North Water st.
 Wrigley Annex (1924-
 SE cor. E. North Water st.
 Wrigley (1921-
 SW cor. E. North Water st.
 Central Warehouse (1889-
 NE cor. E. Ohio st.
 100 E. Ohio (1924-

NW cor. E. Ohio st.
 Virginia Hotel (1891-192-)
 SE cor. E. Ohio st.
 Michigan Square (1930)
 SW cor. E. Ohio st.
 Alexandria Hotel (1891-
 NW cor. E. Ontario st.
 William B. Ogden (1837-1871 fire)
 SW cor. E. Ontario st.
 Croydon Hotel (1927-
 NW cor. E. Pearson st.
 844 N. Rush (1923-
 SE cor. E. Pearson st.
 820 N. Michigan (1925-
 NW cor. E. Superior st.
 Methodist Book Concern (1926-
 SW cor. E. Walton st.
 Majestic Apartments (1882-1942)

N. St. Clair street

NW cor. E. Erie st.
 St. Clair (1911-
 NW cor. E. Illinois st.
 160 E. Illinois (1908-
 SE cor. E. Illinois st.
 431-51 N. St. Clair (1907-
 SW cor. E. Illinois st.
 Tribune Plant (1920-
 NE cor. E. North Water st.
 431-51 N. St. Clair (1907-
 NW cor. E. Ohio st.
 St. Clair Hotel (1928-
 NE cor. E. Ontario st.
 Popular Mechanics (1922-
 NW cor. E. Ontario st.
 Eastgate Hotel (1926-
 SW cor. E. Superior st.
 E. H. Sargent & Co. (1914-

E. Schiller street

NW cor. N. Lake Shore dr.
 1400 N. Lake Shore Drive (1927-
 SW cor. N. Lake Shore dr.
 Potter Palmer (1885-

E. Scott street

SW cor. N. Lake Shore dr.
 Illinois Life (1921-
 NE cor. N. State st.
 6-12 E. Scott (1918-
 NW cor. N. Stone st.
 60-70 E. Scott (1917-

N. Sedgwick street

SW cor. W. Blackhawk st.
 Marshall Field Apartments (1929-
 NW cor. W. Siegel st.
 Marshall Field Apartments (1929-

N. Seneca street

NE cor. E. Chestnut st.
 Seneca Hotel (1926-
 NW cor. E. Chestnut st.
 180-98 E. Chestnut Apts.
 NE cor. E. Delaware pl.
 200 E. Delaware (1915-
 SE cor. E. Delaware pl.
 201 E. Delaware (1925-
 NE cor. E. Pearson st.
 200 E. Pearson (*ca.* 1916-
 NW cor. E. Pearson st.
 Pearson Hotel (1923-
 SW cor. E. Walton pl.
 191 E. Walton (1916-

S. Sherman street

NW cor. W. Harrison st.
 U. S. Appraiser's (1891-
 SW cor. W. Harrison st.
 Patten (1905-
 SE cor. W. Jackson st.
 Board of Trade 3 (1885-1929)
 Board of Trade 4 (1930-
 SW cor. W. Jackson st.
 Brother Jonathan (1887-1911)
 Insurance Exchange (1912-
 NW cor. W. Polk st.
 Printers (1908-
 NE cor. W. Van Buren st.
 332 S. La Salle (1886-1941)
 NW cor. W. Van Buren st.
 Insurance Exchange Annex (1928-
 SE cor. W. Van Buren st.
 L. S. & M. S. & C. R. I. & P. Depot
 (1866-1871 fire) and (1872-
 La Salle Street Station (1903-
 SW cor. W. Van Buren st.
 Van Buren Hotel (1872-
 304-08 S. Sherman st.
 Parker (1883-1910)
 440-44 S. Sherman st.
 Northern Pacific Hotel (1888-1948)
 500-10 S. Sherman st.
 500-10 S. Sherman st. (1904-1947)
 512-22 S. Sherman st.
 J. M. W. Jones (1888-1943)

S. Sherman street

- 618-20 S. Sherman st.
- 618-20 S. Sherman (1902-1939)
- 624-32 S. Sherman st.
- 624-32 S. Sherman (1902-1938)

W Siegel street

- NE cor. N. Hudson ave.
- Marshall Field Apartments (1929-
- NW cor. N. Sedgwick st.
- Marshall Field Apartments (1929-

E. South Water street

- SE cor. N. Beaubien court
- Central Depot (1856-1871 fire)
- SW cor. N. Beaubien court
- Massasoit House 1 (1857-1871 fire)
- Massasoit House 2 (1873-
- SW cor. N. Garland et.
- Millinery Mart (1928-
- NE cor. N. Michigan ave.
- Bell (1925-
- NW cor. N. Michigan ave.
- Richmond House (1856-1871 fire)
- SW cor. N. Michigan ave.
- Loyal Hotel (1873-
- Carbide & Carbon (1929-
- (foot of) E. South Water st.
- Central Depot (1856-1871 fire)
- SE cor. N. Wabash ave.
- 225 N. Wabash (1912-
- 60-66 E. South Water st.
- Chgo. Motor Club (1929-
- 63-73 E. South Water st.
- 65 E. South Water (1928-

W. South Water street

- NE cor. N. Wells st.
- Geo. B. Carpenter & Co.

N. State parkway

- SW cor. W. North ave.
- 1550 N. State Parkway (1918-

N. State street

- NW cor. W. Elm st.
- 10 W. Elm (1928-
- NE cor. E. Goethe st.
- Ambassador Hotel East (1927-
- NW cor. W. Goethe st.
- Ambassador Hotel West (1919-

- SE cor. E. Goethe st.
- Churchill Apartments (1922-
- SE cor. E. Hubbard st.
- Landquist (ca. 1885-
- SE cor. E. Kinzie st.
- Central Chicago Garage (1924-
- NE cor. E. Lake st.
- Tuttle (1872-
- SE cor. E. Lake st.
- City Hotel (1848-
- City Hotel Block (1873-
- Loop End (1890-
- SW cor. W. Lake st.
- State-Lake (1917-
- NE cor. E. Madison st.
- 1-3 N. State (1872-1899)
- Mandel Bros. Store (1912-
- NW cor. W. Madison st.
- Dore Block (-1893)
- Champlain (1894-1916)
- Boston Store (1905/17-
- SW cor. W. North ave.
- 1550 N. State Parkway (1918-
- SW cor. W. Ontario st.
- Ontario Hotel (1880-
- NE cor. E. Randolph st., north of
- Brunswick 1 (-1871 fire)
- Brunswick 2
- NE cor. E. Randolph st.
- Windett (1872-
- Masonic Temple (1892-1939)
- NW cor. W. Randolph st.
- State-Randolph (1873-
- SE cor. E. Randolph st.
- Central Music Hall (1879-1901)
- M. Field & Co. Store (1902-
- SW cor. W. Randolph st.
- Charles Tobey & Brother (pre-fire)
- Bay State (1872-
- NE cor. E. Scott st.
- 6-12 E. Scott (1918-
- NE cor. E. Superior st.
- Church of the Holy Name of Jesus (1851-
- Holy Name Cathedral 1 (1854-1871 fire)
- Holy Name Cathedral 2 (1874-
- NE cor. E. Wacker dr.
- Hibbard, Spencer, Bartlett & Co. (1903-1924)
- NE cor. E. Washington st.
- Field & Leiter 1 (1868-1871 fire)

Field & Leiter 2 (1873-1877 fire)
 Field & Leiter 3 (1878-1905)
 M. Field & Co. Store (1907-
 NW cor. W. Washington st.
 St. James Hotel (1868-1871 fire)
 Stewart 1 (1873-
 Stewart 2 (1897-
 SE cor. E. Washington st.
 Hale 1 (1870-1871 fire)
 Hale 2 (1872-1891)
 Columbus Memorial (1893-
 SW cor. W. Washington st.
 First National Bank 1 (1868-1871 fire)
 (rebuilt Dec., 1871)
 32 N. State (1890/95-
 7-9 N. State st.
 Phelps, Dodge & Co. (1874-1911)
 11-19 N. State st.
 Collonade (1873-
 17-25 N. State st.
 Stevens (1912-
 20-30 N. State st.
 Woolworth (1928-
 110-22 N. State st.
 Roosevelt Theater (1921-
 126-32 N. State st.
 Kranz (1872-
 161-65 N. State st.
 Brunswick 1, 2
 164-70 N. State st.
 Butler (1924-
 171-75 N. State st.
 Chicago Theater (1921-
 220-24 N. State st.
 220-24 N. State (ca. 1905/40-
 1214-18 N. State st.
 Canterbury Court Apartment Hotel
 (1928-
 1320 N. State st.
 1320 N. State (1926-

S. State street

NW cor. W. Adams st.
 Fair Store (1892-
 NE cor. E. Adams st.
 Adams-State (1873-
 Baskin (1947-
 SE cor. E. Adams st.
 W. W. Kimball (1873-
 Owen Electric Belt (ca. 1890-
 Republic (1905/09-

SW cor. W. Adams st.
 Century (1915-
 NE cor. E. Congress st.
 Sears, Roebuck & Co. (1891-
 NE cor. E. Jackson st.
 Lytton (1913-
 SE cor. E. Jackson st.
 Komiss (1872-
 NW cor. W. Jackson st.
 Hub (1883-1947)
 Bond (1949-
 SW cor. W. Jackson st.
 Maurice L. Rothschild (1906/10/28-
 SE cor. E. Madison st.
 Schlesinger & Mayer (1873-1903)
 Carson, Pirie, Scott & Co. (1900/03/
 06-
 SW cor. W. Madison st.
 Otis
 Chicago (1905-
 NE cor. E. Monroe st.
 Mentor 1 (1873-1905)
 Mentor 2 (1906-
 NW cor. W. Monroe st.
 North American (1912-
 SE cor. E. Monroe st.
 Palmer House 2 (1871-1871 fire)
 Palmer House 3 (1875-1923/25)
 Palmer House 4 (1925/27-
 SW cor. W. Monroe st.
 Pike Block (1873-
 NW cor. W. Quincy st.
 John M. Van Osdel residence (1851-
 Palmer House 1
 Gunther (1875-1912)
 Consumers (1913-
 SW cor. W. Quincy st.
 Benson & Rixon (1937-
 NE cor. E. Van Buren st.
 Goldblatt Store (1912-
 NW cor. W. Van Buren st.
 Potthast's Restaurant (1875-
 SE cor. E. Van Buren st.
 Sears, Roebuck & Co. Store (1891-
 SW cor. W. Van Buren st.
 Childs (1923-
 SE cor. E. 8th st.
 Tonty Hotel (1873-
 10-14 S. State st.
 Kresge (1905-
 20-22 S. State st.
 20-22 S. State (ca. 1872-

S. State street

26-28 S. State st.
 Three Sisters (1925-
 29 S. State st.
 Wheeler & Wilson (1872-
 31 S. State st.
 31 S. State (1872-
 32-34 S. State st.
 32-34 S. State (1922-
 114-18 S. State st.
 Richman Brothers (1926-
 120-22 S. State st.
 Singer (1926-
 127-29 S. State st.
 Waterman (1920-
 211-17 S. State st.
 Spalding (1916-
 211-29 S. State st.
 Woolworth (1949-
 234-40 S. State st.
 Pelham Hotel
 336-48 S. State st.
 Rialto Theater (1920-
 456 S. State st.
 456 S. State (*ca.* 1910-
 460-68 S. State st.
 Kelley (1921-
 500-10 S. State st.
 500-10 S. State (1875-
 807-09 S. State st.
 Harris Hotel (1885-
 1117-27 S. State st.
 Central Police Station and Courts
 (1928-

N. Stone street

NE cor. E. Division st.
 Stewart Apts. (1912-
 NW cor. E. Scott st.
 60-70 E. Scott (1917-

E. Superior street

NE cor. N. Fairbanks et.
 McKinlock Campus (1926/27/32-
 NW cor. N. Fairbanks et.
 Wesley Memorial Hospital (1941-
 SE cor. N. Fairbanks et.
 Passavant Hospital (1929-
 NW cor. N. Lake Shore dr.
 McKinlock Campus (1926/27/32-
 NE cor. N. Michigan ave.
 Sterling (1929-

SW cor. N. Michigan ave.
 720 N. Michigan (1924-
 NW cor. N. Rush st.
 Methodist Book Concern (1926-
 SW cor. N. St. Clair st.
 E. H. Sargent & Co. (1914-
 NE cor. N. State st.
 Church of the Holy Name of Jesus
 (1851-
 Holy Name Cathedral 1 (1854-1871
 fire)
 Holy Name Cathedral 2 (1874-
 NW cor. N. Wabash ave.
 Holy Name Cathedral 2 (1874-
 SW cor. N. Wabash ave.
 Cass-Superior (1921-
 220-24 E. Superior st.
 American Dental Association (*ca.* 1924-

W. Superior street

NE cor. N. Kingsbury st.
 Hall Printing Co. (1908-
 NW cor. N. Townsend st.
 Hall Printing Co. (1908-

W. Taylor street

322 W. Taylor st.
 Pennsylvania Freight Terminal (1918-

N. Townsend st.

NW cor. W. Superior st.
 Hall Printing Co. (1908-

E. Van Buren street

NW cor. S. Michigan ave.
 Victoria Hotel (*ca.* 1875-1908)
 McCormick (1909-
 SW cor. S. Michigan ave.
 Chicago Club 2 (1885-1929)
 Chicago Club 3 (1930-
 NE cor. S. State st.
 Goldblatt Store (1912-
 SE cor. S. State st.
 Sears, Roebuck & Co. Store (1891-
 NE cor. S. Wabash ave.
 Averill Block (1872-
 SE cor. S. Wabash ave.
 Lorraine Hotel (*ca.* 1874-
 SW cor. S. Wabash ave.
 St. Paul's (Universalist) Church
 (1854-1871 fire)
 19-23 E. Van Buren st.
 Isabella (1892-

59-67 E. Van Buren st.
 Athenaeum (1872-1929)
 Socony Vacuum Co. (1930-
 62-66 E. Van Buren st.
 New Jerusalem Temple
 Chicago Musical College (1896-

W. Van Buren street

SE cor. S. Canal st.
 U. S. Post Office (1932-
 NW cor. S. Clark st.
 Victoria Hotel (1885-
 SE cor. S. Clark st.
 Hamilton (1904-
 NE cor. S. Dearborn st.
 Fisher (1896/1907-
 NW cor. S. Dearborn st.
 Monadnock (1891/93-
 SE cor. S. Dearborn st.
 Old Colony (1894-
 NE cor. S. Federal st.
 Monadnock (1891/93-
 NE cor. S. Franklin st.
 Chicago Garment Center (1905-
 SE cor. S. Franklin st.
 Apparel (1894-
 SW cor. S. Franklin st.
 Meyer (1893-
 NE cor. S. La Salle st.
 Mendel Block
 Utilities (1913/29-
 NW cor. S. La Salle st.
 332 S. La Salle (1886-1940)
 SE cor. S. La Salle st.
 Omaha (1884-1913)
 Fort Dearborn Hotel (1914-
 SW cor. S. La Salle st.
 L. S. & M. S. C. R. I. & P. Ry. Depot
 (1866-1871 fire) and (1872-
 La Salle Street Station (1903-
 SE cor. S. Market st.
 Price (1897-
 SW cor. S. Market st.
 Regal (1887-
 NE cor. S. Plymouth ct.
 Plymouth Hotel (*ca.* 1885-
 NW cor. S. Plymouth ct.
 Fisher (1896/1907-
 SW cor. S. Plymouth ct.
 Old Colony (1894-
 NE cor. S. Sherman st.
 332 S. La Salle (1886-1941)

NW cor. S. Sherman st.
 Insurance Exchange Annex (1928-
 SE cor. S. Sherman st.
 L. S. & M. S., C. R. I. & P. Ry. Depot
 (1866-1871 fire) and (1872-
 La Salle Street Station (1903-
 SW cor. S. Sherman st.
 Van Buren Hotel (1872-
 NW cor. S. State st.
 Potthast's Restaurant (1875-
 SW cor. S. State st.
 Childs (1923-
 NE cor. S. Wells st.
 Insurance Exchange Annex (1928-
 NW cor. S. Wells st.
 Insurance Center (1927-
 SW cor. S. Wells st.
 201-11 W. Van Buren (-1947 explosion)
 75-77 W. Van Buren st.
 75 W. Van Buren (*ca.* 1902-
 210-14 W. Van Buren st.
 Van Buren (1893-
 227-29 W. Van Buren st.
 Crest (1880-
 314-18 W. Van Buren st.
 Newberger (*ca.* 1898-
 322-26 W. Van Buren st.
 322-26 W. Van Buren (*ca.* 1899-
 433 W. Van Buren st.
 U. S. Post Office (1932-

N. Wabash avenue

SE cor. E. Chestnut st.
 844 N. Rush (1923-
 SW cor. E. Delaware pl.
 Delaware Towers (1927-
 SE cor. E. Eldridge ct.
 Plymouth Congregational Church
 (1867-1871 fire)
 NE cor. E. Erie st.
 Am. College of Surgeons (1883-
 John B. Murphy Memorial
 (1926-
 SE cor. E. Erie st.
 William B. Ogden (1837-1871 fire)
 NE cor. E. Hubbard st.
 40 E. Hubbard (1894-
 SW cor. E. Hubbard st.
 Western News (1914-
 SW cor. E. Illinois st.
 Dr. V. C. Price (1880-

N. Wabash avenue

NE cor. E. Lake st.
 Hibbard, Spencer, Bartlett & Co.
 Block (1872-
 Reed Block (1872-
 203 N. Wabash (1928-
 NW cor. E. Lake st.
 Leander J. McCormick Block (1872-
 SE cor. E. Lake st.
 Doggett (1872-1925)
 Medical & Dental Arts (1927-
 SW cor. E. Lake st.
 Burch Block (1857-1871 fire)
 Doane (1872-1899)
 Lemoyne (1900/15-
 NE cor. E. Madison st.
 5 N. Wabash (1910-
 NW cor. E. Madison st.
 A. C. McClurg (1873-1899)
 Mandel Bros. Store (1900/05-
 NW cor. E. Ohio st.
 Medinah Temple (1912-
 SE cor. E. Ohio st.
 American Bankers Insurance Co.
 (1929-
 NE cor. E. Ontario st.
 William B. Ogden (1837-1871 fire)
 SW cor. E. Ontario st.
 Medinah Temple (1912-
 NE cor. N. Pearson st.
 844 N. Rush (1923-
 NE cor. E. Randolph st.
 Wabash-Randolph (1872-
 NW cor. E. Randolph st.
 Atlas Block (1879-1940)
 SE cor. E. Randolph st.
 Bishop (1879-
 SW cor. E. Randolph st.
 Trude (1897-1912)
 M. Field & Co. Store (1892/1906/14-
 SE cor. E. South Water st.
 225 N. Wabash (1912-
 NW cor. E. Superior st.
 Holy Name Cathedral (1874-
 SW cor. E. Superior st.
 Cass-Superior (1921-
 SW cor. E. Wacker dr.
 Standard Oil Co. (1872-
 Pure Oil (1926-
 NE cor. E. Washington st.
 Second Presbyterian Church (1852-
 1871 fire)
 Garland Block (-1914)
 Garland (1915-

NW cor. E. Washington st.
 M. Field & Co. Store (1892/1906/14
 SE cor. E. Washington st.
 Drake-Farwell Block (-1871 fire)
 (1872-1925)
 Pittsfield (1927-
 SW cor. E. Washington st.
 Peter Page 1 (1869-1871 fire)
 Peter Page 2 (1872-1912)
 M. Field & Co. Annex (1914-
 on N. Wabash ave.
 Abram Gale (1869-1871 fire)
 7-9 N. Wabash ave.
 Kesner
 Von Lengerke & Antoine (1941-
 16-18 N. Wabash ave.
 Enos Slosson (1873-
 Stevens Store (1912-
 17-25 N. Wabash ave.
 Shops (1875-
 115-17 N. Wabash ave.
 Lord & Smith (1872-
 119-21 N. Wabash ave.
 119-21 N. Wabash
 123-25 N. Wabash ave.
 Porter (1916-
 169-75 N. Wabash ave.
 Charles B. Farwell Store (1869-1871
 642-44 N. Wabash ave.
 Cass Hotel (1925-

S. Wabash avenue

NE cor. E. Adams st.
 Adams-Wabash (1883-
 NW cor. E. Adams st.
 Gibbs (1872-1922)
 30 E. Adams (1923-
 SE cor. E. Adams st.
 Burdick House (1873-
 207 S. Wabash (1910-
 SW cor. E. Adams st.
 James H. Walker Store (1890-1936)
 SE cor. E. Balbo ave.
 Jerusalem Panorama
 SW cor. E. Balbo ave.
 Battle of Gettysburg Panorama
 NE cor. E. Congress st.
 Auditorium Hotel (1889-
 NW cor. E. Congress st.
 Richardson (1886-
 SE cor. E. Congress st.
 Ohio (1907-
 SW cor. E. Congress st.
 Congress Bank (1925-

- NW cor. E. Harrison st.
 Wabash Avenue Methodist Church
 (1857-1874 fire)
- SE cor. E. Harrison st.
 Harrison Hotel (1930-)
- SW cor. E. Harrison st.
 Wabash Hotel (*ca.* 1879-)
- NE cor. E. Jackson st.
 Matteson House 2 (*-ca.* 1889)
 Wellington Hotel (*ca.* 1890-1915)
 Lyon & Healy (1916-)
- NW cor. E. Jackson st.
 Steger 1 (-1909)
 Steger 2 (1910-)
- SE cor. E. Jackson st.
 Pierce Block
 57 E. Jackson (1899-)
- SW cor. E. Jackson st.
 Chickering Hall (1878-1916)
 Kimball (1917-)
- SE cor. E. Madison st.
 Continental Hotel (1873-1909)
 Mallers (1910-)
- SW cor. E. Madison st.
 Heyworth (1905-)
- NE cor. E. Monroe st.
 Haddock Block (*ca.* 1873-)
 Champlain (1903-)
- NW cor. E. Monroe st.
 Windsor-Clifton Hotel (1873-1927)
 Carson, Pirie, Scott & Co. (1927-)
- SE cor. E. Monroe st.
 Williams (1873-)
- SW cor. E. Monroe st.
 Ballard Block (1873-1912)
 Goddard (1913-)
- NW cor. E. Roosevelt rd.
 Roosevelt Hotel (1892-)
- NE cor. E. Van Buren st.
 Averill Block (1872-)
- SE cor. E. Van Buren st.
 Lorraine Hotel (*ca.* 1874-)
- SW cor. E. Van Buren st.
 St. Paul's (Universalist) Church
 (1854-1871 fire)
- NE cor. E. 9th st.
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- SW cor. E. 9th st.
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- NW cor. E. 11th st.
 Gunther (1912-)
- SW cor. E. 11th st.
 Ludington (1891-)
- 10-16 S. Wabash ave.
 Silversmith (1897-)
- 15-19 S. Wabash ave.
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- 21-23 S. Wabash ave.
 21-23 S. Wabash (*ca.* 1872-)
- 25-27 S. Wabash ave.
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 Palmer House addition (1931-)
- 114-30 S. Wabash ave.
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- 119-23 S. Wabash ave.
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- 125-29 S. Wabash ave.
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- 218-24 S. Wabash ave.
 A. H. Andrews & Co. (1890-1899)
 218 S. Wabash (1900-)
- 226 S. Wabash ave.
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- 230-32 S. Wabash ave.
 Starek (1927-)
- 234 S. Wabash ave.
 Starek Piano Co. (1927-)
- 319-21 S. Wabash ave.
 Adam Schaff (1916-)
- 323-25 S. Wabash ave.
 Baldwin Piano Co. (1872-)
- 330-32 S. Wabash ave.
 Goldblatts (1934-)
- 419 S. Wabash ave.
 Lorraine Hotel Annex (*ca.* 1901-)
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 Giles (*ca.* 1875-)
- 426-28 S. Wabash ave.
 426-28 S. Wabash (*ca.* 1894-)
- 512-14 S. Wabash ave.
 Wm. B. Pierce (1872-)
- 521-27 S. Wabash ave.
 Bosch (*ca.* 1902-)
- 529-31 S. Wabash ave.
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- 615-17 S. Wabash ave.
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- 624-30 S. Wabash ave.
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 825-27 S. Wabash ave.
 825-27 S. Wabash (1900-
 831-33 S. Wabash ave.
 Scown Film (1921-
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 1132-34 S. Wabash ave.
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 Fort Dearborn (1804/16-1857)
 Hoyt (1872-1921)
 London Guarantee (1923-
 NE cor. N. State st.
 Hibbard, Speneer, Bartlett & Co.
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 Standard Oil Co. (1872-
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 75-79 E. Waeker dr.
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 SW cor. W. Lake st.
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 NE cor. W. Madison st.
 Garden City Hotel (-1871 fire)
 Old Marshall Field & Co. Wholesale
 Warehouse (1872-
 Hearst (1911-

NW cor. W. Madison st.
 Central Union Block 1 (1871-1889)
 Central Union Block 2 (1890-1926)
 Civic Opera (1929-
 NW cor. W. Randolph st.
 Lind Block (1852-
 SE cor. W. Randolph st.
 Henry Channon (1920-
 SW cor. W. Randolph st.
 Chicago Cold Storage Exchange Ware-
 house (1891-1902)
 NE cor. W. Washington st.
 Occidental (1895-
 NW cor. W. Washington st.
 Chicago Cold Storage Exchange Ware-
 house (1891-1902)
 SW cor. W. Washington st.
 Central Manufacturing Block (1872-
 1926)
 Civic Opera (1929-
 28 N. Waeker dr.
 Electric (1903-1927)

W. Wacker drive

NW cor. N. Clark st.
 George W. Dole (-1871 fire)
 SW cor. N. Clark st.
 Loomis Block (-1871 fire)
 Distributors (1917-
 NW cor. N. La Salle st.
 Clarke-Layton & Co. (1872-
 SE cor. N. La Salle st.
 La Salle-Wacker (1930-
 SW cor. N. La Salle st.
 Steele-Wedeles (1873-1925)
 Builders (1927-
 SE cor. N. Wells st.
 Robbins 1 (1856-1871 fire)
 Robbins 2 (1872-
 SW cor. N. Wells st.
 Engineering (1928-
 211-15 W. Waeker dr.
 Times (1928-

E. Walton street

SW cor. N. DeWitt pl.
 233 E. Walton (1922-
 NW cor. N. Lake Shore dr.
 936 N. Lake Shore Drive (1913-
 NE cor. N. Michigan ave.
 Drake Hotel (1920-
 SE cor. N. Michigan ave.
 Palm Olive (1929-

SW cor. N. Michigan ave.
 920 N. Michigan (1900-
 SW cor. N. Rush st.
 Majestic Apartments (1882-1942)
 SW cor. N. Seneca st.
 191 E. Walton (1916-
 68-72 E. Walton st.
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 170-78 E. Walton st.
 Drake Towers (1929-
 218-20 E. Walton st.
 220 E. Walton (1919-
 222-26 E. Walton st.
 222 E. Walton (1920-
 228-38 E. Walton st.
 230 E. Walton (1921-
 240-46 E. Walton st.
 242 E. Walton (1912-

W. Walton street

NE cor. N. Clark st.
 Newberry Library (1892-
 NW cor. N. Dearborn st.
 Newberry Library (1892-

E. Washington street

NW cor. N. Michigan ave.
 Chicago Public Library (1897-
 SW cor. N. Michigan ave.
 Michigan Boulevard (1914-
 NE cor. N. State st.
 Field & Leiter 1 (1868-1871 fire)
 Field & Leiter 2 (1873-1877 fire)
 Field & Leiter 3 (1878-1905)
 M. Field & Co. Store (1902/07-
 SE cor. N. State st.
 Hale 1 (1870-1871 fire)
 Hale 2 (1872-1891)
 Columbus Memorial (1893-
 NE cor. N. Wabash ave.
 Second Presbyterian Church (1852-
 1871 fire)
 Garland Block (-1914)
 Garland (1915-
 NW cor. N. Wabash ave.
 M. Field & Co. Store (1892/1906/14-
 SE cor. N. Wabash ave.
 Drake-Farwell Block (-1871 fire
 (1872-1925)
 Pittsfield (1927-

SW cor. N. Wabash ave.
 Peter Page 1 (1869-1871 fire)
 Peter Page 2 (1872-1912)
 M. Field & Co. Annex (1914-
 11-17 E. Washington st.
 Venetian (1892-

W. Washington street

SE cor. N. Canal st.
 Daily News (1929-
 NE cor. N. Clark st.
 Reaper (1873-
 NW cor. N. Clark st.
 Court House 2 (1848-
 Court House and City Hall 3 (1853/58-
 1871 fire)
 County (1885-1906/08)
 County (1911-
 SE cor. N. Clark st.
 Methodist Episcopal Church of Chi-
 cago (1845-1858)
 First Methodist Episcopal Church of
 Chicago (1858-1871 fire)
 Methodist Church Block (-1921)
 Chicago Temple (1923-
 SW cor. N. Clark st.
 Lombard Block (-1871 fire)
 Chicago Opera House Block (1885-
 1912)
 Conway (1913-
 NE cor. N. Dearborn st.
 McCarthy (1872-
 NW cor. N. Dearborn st.
 Washington-Dearborn (1872-
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 Portland (-1871 fire)
 Portland (1872-1933)
 SW cor. N. Dearborn st.
 Kendall (1854-1871)
 Kendall (1871-1871 fire)
 Real Estate Exchange (1873-1940)
 NE cor. N. Franklin st.
 Main Office I. B. Tel. Co. (1888/99-
 NW cor. N. Franklin st.
 Ogden House
 Mercantile Exchange (1927-
 SE cor. N. Franklin st.
 Eye, Ear, Nose & Throat Hospital
 (1927-
 SW cor. N. Franklin st.
 Nevada Hotel (1870-1871 fire)
 Telephone Square (1922-

W. Washington street

NE cor. N. La Salle st.
 City Hall (1885-1906/08)
 City Hall (1911-
 NW cor. N. La Salle st.
 Merchants (1873-1928)
 100 N. La Salle (1929-
 SE cor. N. La Salle st.
 First Baptist Church (pre-1865)
 Chamber of Commerce 1 (1865-1871
 fire)
 Chamber of Commerce 2 (1872-1889)
 Chamber of Commerce 3 (1890-1928)
 American National Bank (1929-
 SW cor. N. La Salle st.
 Mercantile (-1871 fire)
 Washington Hotel (-1871 fire)
 Union 1 (1868-1871 fire)
 Union 2 (1872-1893)
 Mercantile 2 (1873-
 30 N. La Salle (1894-
 NW cor. N. State st.
 St. James Hotel (1868-1871 fire)
 Stewart 1 (1873-
 Stewart 2 (1897-
 SW cor. N. State st.
 First National Bank 1 (1868-1871 fire)
 (rebuilt 1871)
 32 N. State (1890/95-
 NE cor. N. Wacker dr.
 Occidental (1895-
 NW cor. N. Wacker dr.
 Chicago Cold Storage Exchange Ware-
 house (1891-1902)
 SW cor. N. Wacker dr.
 Central Manufacturing Block (1872-
 1926)
 Civic Opera (1929-
 NE cor. N. Wells st.
 T. R. (1873-
 NW cor. N. Wells st.
 Times (1873-1925)
 Morton (1927-
 SE cor. N. Wells st.
 179 W. Washington (1893-
 9-21 W. Washington st.
 Woolworth (1928-
 12-30 W. Washington st.
 Crosby's Opera House (1865-1871
 fire)
 12-14 W. Washington st.
 Stop & Shop Warehouse (1899-

16-30 W. Washington st.
 30 W. Washington (1928-
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 Parker
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 (1917/30-

N. Wells street

SW cor. W. Kinzie st.
 Wells Street Station (1882-1927)
 Merchandise Mart (1929-
 NE cor. W. Lake st.
 Robbins (1872-
 201 N. Wells (1930-
 NW cor. W. Lake st.
 Northwestern (1883-
 NW cor. W. Madison st.
 Old Daily News
 NE cor. W. Randolph st.
 Briggs House 1 (1856-1871 fire)
 Briggs House 2 (1873-1928)
 188 W. Randolph (1929-
 NW cor. W. Randolph st.
 Cambridge (1872-1946)

- SE cor. W. Randolph st.
 Randolph Hotel (-1924)
 Bismarck Hotel (1926-
 SW cor. W. Randolph st.
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 Geo. B. Carpenter & Co.
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 Robbins 2 (1872-
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 Engineering (1928-
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 T. R. (1873-
 NW cor. W. Washington st.
 Times (1873-1925)
 Morton (1927-
 SE cor. W. Washington st.
 179 W. Washington (1893-
 15 N. Wells st.
 Old Daily News (1872/91-
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 115-21 N. Wells (1872-
 120-28 N. Wells st.
 Greenebaum (1872-
 125-27 N. Wells st.
 Enterprise (1895-
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 Casey (1888-
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 John Moir Trust (1912-
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 Carpenter (1903-
S. Wells street
 NE cor. W. Adams st.
 Textile (1911-
 NW cor. W. Adams st.
 200-06 W. Adams (1888-
 SE cor. W. Adams st.
 208 S. La Salle (1914-
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 Marshall Field & Co. Wholesale (1887-
 1930)
 NW cor. W. Congress st.
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 SW cor. W. Congress st.
 500-02 S. Wells (1904-1947)
 NW cor. W. Harrison st.
 Born (1908/27-
 SW cor. W. Harrison st.
 Bridewell
 Grand Central Station (1890-
 NE cor. W. Jackson st.
 Medinah (1893-1931)
 NW cor. W. Jackson st.
 234 S. Wells (1912-
 SE cor. W. Jackson st.
 Insurance Exchange (1912-
 SW cor. W. Jackson st.
 Wilson
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 NW cor. W. Lomax pl.
 Cluett (*ca.* 1886-1947)
 SW cor. W. Lomax pl.
 Wilson Bros. (1903-
 SE cor. W. Madison st.
 Security (1893-
 SW cor. W. Madison st.
 201-05 W. Madison (*ca.* 1875-
 NW cor. W. Monroe st.
 208 W. Monroe (1879-
 SE cor. W. Monroe st.
 Wells-Monroe (1889-
 SW cor. W. Monroe st.
 Williams Block (1874-1897)
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 NE cor. W. Polk st.
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 Foster (*ca.* 1880-
 NE cor. W. Van Buren st.
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 400-02 S. Wells (-1947 explosion)
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- 111-19 S. Wells st.
- 111-19 S. Wells (*ca.* 1875/*ca.* 1885-
- 173-77 S. Wells st.
- 173-77 S. Wells (*ca.* 1880-
- 228-32 S. Wells st.
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- Wells-Jackson Garage (1929-
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E. 7th street

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E. 8th street

- NW cor. S. Michigan ave.
- Stevens Hotel (1927-

SW cor. S. Michigan ave.

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SE cor. S. State st.

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E. 9th street

- NW cor. S. Michigan ave.
- Crane Co. Office (1913-
- SW cor. S. Michigan ave.
- Standard Oil (1911/27-
- NE cor. S. Wabash ave.
- Ninth-Wabash (1896-
- SW cor. S. Wabash ave.
- Fairbanks, Morse & Co. (*ca.* 1906-

E. 11th street

- SW cor. S. Michigan ave.
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- NW cor. S. Wabash ave.
- Gunther (1912-
- SW cor. S. Wabash ave.
- Ludington (1891-
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- NE cor. S. Michigan ave.
- Winton (1904-

E. 14th street

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Metropolitan Block, 1872
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- Baumann & J. K. Cady, Frederick
Bordeaux Hotel, 1891
Kimball Hall, 1891
Imperial Hotel, 1893
- Beaumont, George
Gunther, 1912
- Beers, Minard LeFevre (1847-1918)
see Beers, Clay & Dutton
- Beers, Clay & Dutton
Ward, 1885
Medinah, 1893
- Bein, Morris L.
1117 N. Dearborn st., 1927
40 E. Oak st., 1928
Dearborn Plaza, 1929
- Beman, Solon Spencer (1853-1914)
Pullman, 1884
Chicago Manual Training School, 1884
Studebaker, 1886
Grand Central Station, 1890
Studebaker, 1895
Hamilton Club, 1911
- Bennett, A. J. F.
National Woolens, 1904
- Berlin, Robert Carl (1853-1937)
YMCA Hotel, 1915
see Berlin, Swern & Randall (1919-1923)
see Berlin & Swern (1923-
archt. & eng.
see Perry W. Swern
see Frank A. Randall
- Berlin, Swern & Randall (1919-1923)
- Berlin & Swern (1923-
YMCA Hotel addition, 1926
Harriet H. McCormick Memorial
YWCA, 1929
- Bernard
see Woltersdorf & Bernard
- Bernham, Felix M.
see Newhouse & Bernham
- Bernhard, William (ca. 1871-
14 W. Elm st., 1927
see Woltersdorf & Bernhard
- Black, James B., eng.
201 E. Delaware pl., 1925
McGraw-Hill, 1929
Trustees, 1930
Moody Bible Institute, 1937
Wesley Memorial Hospital, 1941
- Bollenbacher, John Carlisle (1884-1939)
see Granger & Bollenbacher
- Bourke, Robert E.
see Mundie, Jensen, Bourke & Havens
- Boyington, William W. (1818-1898)
Massasoit House 1, 1857
Sherman House 2, 1861
Crosby's Opera House, 1865
Lake Shore & Michigan Southern &
C. R. I. & P. Ry. Depot, pre-fire
Chicago Avenue Water Tower, 1869
Metropolitan Hotel, pre-fire
Grand Pacific Hotel 1, 1871
Bowen, 1872
Farwell Hall, post-fire
Fowler-Goodell-Walters Block, 1872
Gardner House, 1872
Leander J. McCormick Block, 1872
Richards, Shaw & Winslow Store, 1872
Lake Shore & Michigan Southern &
C. R. I. & P. Ry. Depot, post-fire
Bowen, 1873
Exposition, 1873
Grand Pacific Hotel 2, 1873
McCormick Hall, 1873
Sherman House 3, 1873
Union Passenger Station, 1881
Wells Street Depot, 1881
Board of Trade 3, 1885

- Royal Insurance, 1885
 439-45 S. Clark st., 1890
 Columbus Memorial, 1893
 see Boyington & Wheelock
- Boyington & Wheelock
 Wabash Avenue Baptist Church, 1857
- Bradley, Capt. Hezekiah, eng.
 Fort Dearborn (1816), rebuilt
- Braeger, William, eng.
 Wrigley, 1921, 1924
 Federal Reserve Bank, 1922
 Chicago Union Station, 1924
 Continental Illinois Bank, 1924
 Pittsfield, 1927
 State Bank, 1928
- Branson, S. J., eng.
 Canterbury Court Apt. Hotel, 1928
 North Loop Garage, 1928
- Brown, Frank Elam, eng. (1888-
 Superior Exchange, 1924
 Sherman Hotel addition, 1925
 Sherman Hotel Annex, 1925
 Morrison Hotel Tower, 1925
 Palmer House 4, 1925/1927
 Tribune Tower, 1925
 Roanoke Tower, 1926
 Portland Cement Association, 1926
 Stevens Hotel, 1927
 Stevens Hotel Service, 1927
 Tobey, 1927
 Chicago Women's Club, 1928
 Times, 1928
 333 N. Michigan, 1928
 Michigan-Chestnut, 1929
 Passavant Hospital, 1929
 Chicago Daily News, 1929
 Chicago Motor Club, 1929
 Franklin Exchange addition, 1930
 see Smith & Brown, eng.
- Brush, Daniel H., Jr.
 see Rapp & Rapp (1907-)
- Burgee, Joseph Z.
 see Holabird, Root and Burgee (1948-)
- Burling, Edward (1819-1892)
 Chamber of Commerce 1, 1865
 see Burling & Adler (1871-1878)
 see Burling & Baumann
 see Burling & Whitehouse
- Burling & Adler (1871-1878)
 Greenebaum, 1872
 C. M. Henderson & Co., 1872
 166-68 W. Lake st., 1872
 Music Hall, 1872
 Tribune 2, 1872
- Dickey, 1873
 Marine, 1873
 Mercantile, 1873
- Burling & Baumann
 Holy Name Cathedral 1, 1854
- Burling & Whitehouse
 First National Bank 1, 1868
 First National Bank 2, 1882
 Samuel M. Nickerson residence, 1883
- Burnham Brothers
 Burnham, 1924
 Central Life, 1924
 Dunham, 1926
 Seneca Hotel, 1926
 Bankers, 1927
 Carson, Pirie, Scott & Co., 1927
 Medical & Dental Arts, 1927
 Engineering, 1928
 Randolph-Wells addition, 1928
 Carbide & Carbon, 1929
 Loop Center, 1929
- Burnham, Daniel Hudson (1846-1912)
 Chief of Construction, World's Columbian Exposition, 1891-1893
 Ashland Block 2, 1892
 Marshall Field & Co., 1892
 Majestic Hotel, 1893
 Soden, 1893
 Great Northern Office and Theater, 1895
 see D. H. Burnham & Co. (1894-1912)
 see Burnham & Root (1873-1891)
- Burnham, Daniel H., Jr. (1886-
 see D. H. Burnham & Co. (partner from 1910 to 1912)
 see Graham, Burnham & Co. (1912-1917)
 see D. H. Burnham & Co. (1917-1928)
 see Burnham Brothers Inc. (1928-1933)
 see Burnham and Hammond, Inc. (1933-)
- Burnham, Hubert (1882-
 see D. H. Burnham & Co. (partner from 1910 to 1912)
 see Graham, Burnham & Co. (1912-1917)
 see Burnham Brothers, Inc. (1928-1933)
 see Burnham and Hammond, Inc. (1933-)
- Burnham, D. H. & Co. (1894-1912)
 Reliance addition, 1895
 Fisher, 1896
 Illinois Trust & Savings Bank, 1896
 Silversmith, 1897
 Stewart 2, 1897
 Franklin MacVeagh Co., 1898
 Main Office (I. B. Tel. Co.) addition, 1899
 Merchants Loan & Trust Co., 1900
 Booth Cold Storage Co., 1901

- Burnham, D. H. & Co. (1894-1912)
 Marshall Field & Co., 1902, 1906, 1907, 1914
 First National Bank 3, 1903
 Railway Exchange, 1904
 Heyworth, 1905
 Orchestra Hall, 1905
 Carson, Pirie, Scott & Co., 1906
 Edison, 1907
 Mayer, 1910
 Chamberlain, 1911
 Peoples Gas Co. 2, 1911
 Boyce, 1912
 Field Museum of Natural History, 1912
 Insurance Exchange, 1912
 Polk-Wells, 1912
 Stevens Store, 1912
 Butler Brothers, 1913
 Conway, 1913
 Goddard, 1913
 Continental National Bank, 1914
 Marshall Field Annex, 1914
 Lombard Hotel, 1914
- Burnham & Root (1873-1891)
 Grannis Block, 1881
 Montauk Block, 1882
 Brunswick Hotel, 1883
 C. B. & Q. Office, 1883
 Peoples Gas Co. 1, 1883
 Calumet, 1884
 Counselman, 1884
 Art Institute, 1885
 Insurance Exchange, 1885
 Loan & Trust Co., 1885
 Phoenix, 1886
 Postal Telegraph, 1886
 Rookery, 1886
 Sherman, 1886
 Rand McNally, 1890
 Reliance, 1890
 Daily News, 1891
 Herald, 1891
 Monadnock Block (N $\frac{1}{2}$), 1891
 Great Northern Hotel, 1892
 Masonic Temple, 1892
 Woman's Temple, 1892
 Chemical Bank, 1894
- Burns, John J.
 see Vitthum & Burns
- Burt, Henry Jackson (1873-1928), eng.
 Crane Co., 1913
 Fort Dearborn Hotel, 1914
 Buck & Rayner, 1915
 Franklin Exchange, 1917
 John Crerar Library, 1920
 Waterman, 1920
 Apollo Theater, 1921
- Illinois Life, 1921
 Chicago Temple, 1923
 Tower addition, ca. 1923
 Rector addition, 1924
 Stevens Hotel, 1927, cons. eng.
- Cady, Jeremiah Kiersted** (1855-1923)
 see Frederick Baumann & J. K. Cady
 see Handy & Cady
- Candela, Rosario
 1500 N. Lake Shore dr., 1931, assoc.
- Carr, George Wallace (1879-
 see Nimmons, Carr & Wright (1928-
 (Carr & Wright, Inc., 194-)
- Carter, Asa
 Second Presbyterian Church, 1852, supt.
- Carter, Asher
 see Carter & Drake
 see Carter, Drake & Wight
- Carter, Drake & Wight
 Springer Block, 1872
- Carter & Drake
 Morrison Block 1, 1871
- Chapman, Cass
 Lakeside 1, 1871
- Charn, Victor L.
 Cadillac, 1946
- Chase, Frank D., eng. & archt. (-1937)
 Starek, 1927
 100 W. Monroe st., 1927
 Madison-LaSalle, 1927
 Engineering, 1928
- Chatten, Melville C. (1873-
 see Chatten & Hammond
 see Perkins, Chatten & Hammond
- Chatten & Hammond
 200 E. Delaware pl., 1915
 Lawson YMCA, 1931
- Childs, Frank A.
 see Childs & Smith
- Childs & Smith
 McKinlock Campus—Northwestern Univ., 1926, assoc.
 1448 N. Lake Shore dr., 1927
 American Bankers Insurance Co., 1929
 American Dental Association, 1943, rem.
- Clark, Edwin Hill (1878-
 see Otis & Clark
- Clay, William Wilson (1849-1926)
 Wilson Brothers, 1903
 see Beers, Clay & Dutton
 see Wheelock & Clay

- Cleveland, L. D.
 Bonfield, 1872
 State Savings Institution, 1873
- Cobb, Henry Ives (1859-1931)
 Wellington Hotel, 1890
 Boyce, 1892
 Chicago Historical Society 3, 1892
 Cook County Abstract & Trust Co., 1892
 Newberry Library, 1892
 Chicago Athletic Club, 1893
 Hartford, 1893
 241-43 E. Illinois st., 1894
 225-39 E. Illinois st., 1895
 311 E. Illinois st., 1897
 319-33 E. Illinois st., 1899
 Caravetta, *ca.* 1900
 337-51 E. Illinois st., 1902
 Chicago Post Office, 1905
 see Cobb & Frost
- Cobb, Oscar (1842-1900)
 Haverly's Theater, 1881
 Bucklen, 1884
- Cobb & Frost
 Potter Palmer res., 1885
 Chicago Opera House Block, 1885
 Bedford, 1890
- Cochrane, John Crombie (1833-1887)
 see Cochrane & Miller
- Cochrane & Miller
 Chamber of Commerce 2, 1872
 Lord & Smith, 1872
 Galbraith, 1873
- Condrón, Theodore L., eng. (1866-
 see Condrón & Sinks
 see Condrón & Co. (1912-1924)
 see Condrón & Post (1924-)
- Condrón & Co., eng. (1912-1924)
 Hamilton Club addition, 1920
- Condrón & Post (1924-)
- Condrón & Sinks, eng.
 Studebaker, 1910
- Coolidge, Charles Allerton (1858-1936)
 see Shepley, Rutan & Coolidge
- Corse, Raymond O.
 see Hyland & Corse
- Crane, C. Howard
 see Crane & Franzheim
- Crane & Franzheim
 Harris-Selwyn Theater, 1923
- Crowen, Samuel N.
 Brokers, 1908
 Textile, 1911
- St. Clair, 1911
 Tobey Furniture Co., *ca.* 1912
 Mergenthaler Linotype, assoc., 1917
 Lake Shore-Ohio, 1918
 Willoughby Tower, 1929
- Cudell, Adolph A.
 Cyrus McCormick res., 1879
- Dalsey, Harry I. (1891-1940)
 Wilmar Hotel, 1927
- Darrick, Robert O. (St. Louis)
 Central Chicago Garage, 1924
- Davidson, Frank E.
 see Davidson & Weiss
- Davidson & Weiss, archt. and eng.
 Thom, 1922
- DeGolyer, Robert S. (1876-
 200 E. Pearson st. Apts., 1916
 Pearson Hotel, 1923
 DeWitt Hotel, 1926
 1430 N. Lake Shore dr., 1928
 1242 N. Lake Shore dr., 1929
- DeGolyer & Walter T. Stockton, Robert S.
 1120 N. Lake Shore dr., 1925
 1320 N. State st., 1926
 Ambassador East, 1927
- Dibelka, James B. (1869-
 see Dibelka & Flaks
- Dibelka & Flaks
 Randolph-Wells, 1914
- Dinkelberg, Frederick Philip (1859-1935)
 see Giaver & Dinkelberg
- Dixon, Lavall B. (1834-
 Gibbs, 1872
 see Dixon & Hamilton
- Dixon & Hamilton
 Major Block 2, 1872
 LaSalle, 1872
 Windett, 1872
- Doerr Brothers
 Bosch, 1902
 25-27 S. Wabash ave., *ca.* 1925, rem.
- Doerr, Jacob F.
 see Doerr Brothers
- Doerr, John P.
 see Doerr Brothers
- Doerr, William P.
 18 E. Elm st., 1925
- Dolio, John, eng. (1904-
 see Shaw, Metz & Dolio (1947-

- Drake, William H.
see Carter & Drake
see Carter, Drake & Wight
- Dunlap, Leonard E., eng.
see Latimer & Dunlap, eng.
- Dunning, N. Max (1873-1945)
American Furniture Mart (E. portion),
1923, assoc.
American Furniture Mart (W. portion),
1926
- Dutton, Llewellyn B.
see Beers, Clay & Dutton
- Eckland, Fugard & Knapp**
220 E. Delaware pl., 1924
230 E. Delaware pl., 1925
- Eckstorm, Christian A.
Patten, 1905
Pugh Warehouses, 1905 to 1920
Harvester, 1907
431-51 N. St. Clair st., 1907
Hunter, 1908
Musical College, 1908
Mallers, 1910
City Hall Square, 1912
213-17 E. Illinois st., 1912
166 W. Jackson st., 1914
Garland, 1915, 1925
Commerce Mart Warehouse, 1917
511-15 S. Plymouth ct., 1920
Butler, 1924
- Edbrooke, George H.
Republic Life, 1870
Old Otis Block, 1873
Hiram Sibley & Co. Warehouse, 1883
Adams Express Co., 1886
- Egan, James J.
see Armstrong & Egan
see James J. Egan & Alex Kirkland
- Egan & Alex Kirkland, James J.
County Building, 1882
- Eidlitz, Cyrus L. W. (1853-1921) (New
York)
Polk Street Station, 1883
- Eisendrath, Simeon B.
Plymouth, 1899
- Epstein, Abraham, eng.
Wacker Hotel, 1926
- Erikson, Carl A. (1888-
see Schmidt, Garden & Erikson (1926-
Esser, Curt A.
see Leichenko & Esser
- Fellows, William Kinne** (1870-
see Nimmons & Fellows (1898-1910)
see Perkins, Fellows & Hamilton (1911-
1927)
see Hamilton, Fellows & Nedved (1927-
1934)
- Fischer, John Baptiste
Monroe Theater, rem.
- Flaks, Francis A.
see Dibelka & Flaks
- Flanders, John J. (1848-1914)
Carter Harrison, 1882
Mallers, 1884
see Flanders & Zimmerman
- Flanders & Zimmerman (-1898)
Kimball, 1892
Mallers, 1892
- Foltz, Frederick C.
Harrison Garage, 1925
Wells-Jackson, 1929
- Foltz, Fritz (1843-1916)
see Treat & Foltz
- Fouilhoux, Jacques André (1880-1945)
see Harrison, Fouilhoux & Abramovitz
see Howells, Hood & Fouilhoux
- Fox, Charles Eli (1870-1926)
see Marshall & Fox (1905-1924)
- France, Roy
211-15 E. Chestnut st., 1928
- Franzheim, Kenneth
233 E. Walton pl., 1922
see Crane & Franzheim
- Freret,
U. S. Appraiser's, 1891
- Friedman, Raphael N. (1890-
Alschuler & Friedman (1940-1946)
see Friedman, Alschuler & Sincere (1946-
Friedman, Alschuler & Sincere (1946-
Bond, 1949
- Frost, Charles S. (1856-1932)
Western Bank Note, 1891
McKinlock, 1898
Hibbard, Spencer, Bartlett & Co., 1903
Borland Manufacturing, 1910, 1913
Borland addition, 1914
see Cobb & Frost
see Frost & Granger
see Frost & Henderson
- Frost & Granger
LaSalle Street Station, 1903
Chicago & Northwestern Ry. Office, 1904
Northern Trust Co., 1905

- Chicago & Northwestern Ry. Station,
1911
- Frost & Henderson
Northern Trust Co. addition, 1928
- Fugard, John Reed (1886-
Allerton Hotel, 1924, assoc.
see Fugard & Knapp
see Eckland, Fugard & Knapp
see Thielbar & Fugard
- Fugard & Knapp
60-70 E. Scott st., 1917
229 E. Lake Shore dr., 1918
220 E. Walton pl., 1919
231 E. Delaware pl., 1920
222 E. Walton pl., 1920
230 E. Walton pl., 1921
219 E. Lake Shore dr., 1922
Lake Shore Drive Hotel, 1923
Parke, Davis & Co., 1924
20 E. Cedar st., 1925
201 E. Delaware pl., 1925
- Fucik, Edward J., eng.
Steele-Wedeles, 1909, contr. supt.
- Gambrill, Charles D. & Henry H. Richard-
son (Boston)**
American Express Co., 1873/96
- Garden, Hugh M. G. (1873-
see Richard E. Schmidt, Garden &
Martin (1906-1925)
see Schmidt, Garden & Erikson (1926-
- Gerhardt, Paul, Sr. (1866-
Hall Printing Co., 1908
Winston, 1916
Hearst addition
- Giaver, Joachim G., eng.
Silversmith, 1897
Merchants Loan & Trust Co., 1900
Railway Exchange, 1904
Heyworth, 1905
Orchestra Hall, 1905
Edison, 1907
Mayer, 1910
Peoples Gas Co. 2, 1911
Field Museum of Natural History, 1912
Insurance Exchange, 1912
Butler Brothers, 1913
Alfred Decker & Cohn, 1913
Goddard, 1913
Continental National Bank, 1914
see Giaver & Dinkelberg
- Giaver & Dinkelberg, eng. & archt.
Jewelers, 1926
- Gibson, Bayard K.
Central Cold Storage Warehouse, 1916
- Gilbert, Bradford Lee (N. Y.)
Illinois Central Railroad Station, 1892
- Graham, Ernest Robert (1868-1936)
Illinois Trust & Savings Bank, 1896,
supt.
see D. H. Burnham & Co. (partner)
(1904-1912)
see Graham, Burnham & Co. (1912-1917)
see Graham, Anderson, Probst & White
(1917-
- Graham, Anderson, Probst & White (1917-
Western Union Telegraph Co., 1919
Wrigley, 1921, 1924
Federal Reserve Bank, 1922
Continental Illinois Bank, 1924
Straus, 1924
Hibbard, Spencer, Bartlett & Co., 1926
Builders, 1927
Morton, 1927
Pittsfield, 1927
Standard Oil addition, 1927
Central Police Station & Courts, 1928
Insurance Exchange Annex, 1928
State Bank, 1928
Civic Opera, 1929
Foreman National Bank, 1929
Marshall Field Apartments, 1929, con-
sultants
Merchandise Mart, 1929
Shedd Aquarium, 1929
Chicago Historical Society, 1931
Field, 1932
U. S. Postoffice, 1932
Goldblatts, 1934
226 S. Wells st., 1934, rem.
- Graham, Burnham & Co. (1912-1917)
Alfred Decker & Cohn, 1913
Kimball, 1917
Chicago Union Station, 1924
- Granger, Alfred Hoyt (1867-1939)
see Granger & Bollenbacher
see Frost & Granger
- Granger & Bollenbacher
Chicago Club, 1930
- Graven, Anker S.
see Graven & Mayger
- Graven & Mayger
Starck Piano Co., 1927
21-23 S. Wabash ave., ca.1928, rem.
Lawyers, 1929
- Green, James G. (N. Y.)
Hearst, 1911

- Grunsfeld, Ernest Alton, Jr., (1897-
Adler Planetarium, 1930
see Eugene H. Klaber & Ernest A.
Grunsfeld, Jr.
- Guenzel, Louis (1860-
Maryland Hotel, 1926
1100 N. LaSalle st., 1930
- Gunderson, Magnus, eng.
Straus, 1924
Morton, 1927
Central Police Station and Courts, 1928
Insurance Exchange Annex, 1928
Civic Opera, 1929
Foreman National Bank, 1929
Merchandise Mart, 1929
Shedd Aquarium, 1929
Chicago Historical Society, 1931
Field, 1932
U. S. Postoffice, 1932
Goldblatts, 1934
- Hall, Eric E.**
Advertising, 1913
Atlas, 1930
see Hall, Lawrence & Ratcliffe
- Hall, Lawrence & Ratcliffe
120 W. Lake st., 1928
- Hallberg, Lawrence Gustave (1844-
Central Union Bloek 2, 1890
John Moir Trust, 1912
- Hamilton, Frederick B.
see Dixon & Hamilton
- Hamilton, John L. (1878-
see Perkins, Fellows & Hamilton (1911-
1927)
- Hamilton, Fellows & Nedved (1927-1934)
- Hammond, Charles Herriek (1882-
see Chatten & Hammond
see Perkins, Chatten & Hammond
see Burnham and Hammond, Inc. (1933-
- Handy, Frank W.
see Handy & Cady
- Handy & Cady
Teutonic, 1893
- Hanselmann, Herman
America-Fore, 1923
- Harkins, Charles, eng.
Seneca Hotel, 1926
Dunham, 1926
Medical and Dental Arts, 1927
Bankers, 1927
Loop Center, 1929
Carbide & Carbon, 1929
- Harris, Ralph C.
Devonshire Hotel, 1927
Canterbury Court Apt. Hotel, 1928
220 E. Walton pl., 1929, assee.
- Harrison, Fouilhoux & Abramovitz (N. Y.)
- Harvey, George Lyon
Paper Mills Co., 1904
D. B. Fisk & Co., 1912
- Havens, George, eng.
see Mundie, Jensen, Bourke & Havens
- Hawkes, Thomas
Girard, 1888
- Haynes, John I.
see Barnett, Haynes & Barnett (St.
Lou's)
- Heidenrieh, E. Lee, eng.
Winton, 1904
- Hein, Peter, eng.
See Lieberman & Hein, eng. (1910-
- Henderson, Charles C.
Borland Manufacturing addition, 1928
see Frost & Henderson
- Henderson, ———, eng.
see Purdy & Henderson, eng.
- Hengels, Henry C. (Milwaukee)
Searle
- Hill, Boyd
see Huszagh & Hill
- Hill, Henry W. (1852-
see Bauer & Hill
see Hill & Woltersdorf
- Hill & Woltersdorf
Thomas Church, 1903
162 N. Franklin st., 1906
DeVoe & Reynolds, 1912
- Hirshfield, Leo S.
see Rissman & Hirshfield
- Hiss, Philip
see Hiss & Weeks
- Hiss & Weeks (New York)
Elizabeth Arden, 1926
- Hodgkins, Howard G.
Pope, 1904
- Holabird, John A. (1886-1945)
see Holabird & Roche (1923-1928)
see Holabird & Root (1928-1945)
- Holabird, William (1854-1923)
see Holabird & Simonds (1880-1881)
see Holabird, Simonds & Roche (1881-
1883)
see Holabird & Roche (1883-1923)

Holabird & Roche (1883-1928)

Tacoma, 1889
 Caxton, 1890
 Pontiac, 1891
 Venetian, 1892
 Congress Hotel Annex, 1893
 Monadnock Block (S $\frac{1}{2}$), 1893
 Champlain, 1894
 Old Colony, 1894
 Marquette, 1895
 Atwood, 1896
 McConnell Apartments, 1897
 Price, 1897
 Ascher, 1898
 Bailey (N. portion), 1898
 Edson Keith, 1898
 320-22 S. Franklin st., 1898
 Poole Brothers, 1898/1912
 Gage, 1898
 Williams, 1898
 Cable, 1899
 Ayer, 1900
 Mandel Brothers Store, 1900, 1905, 1912
 Clow, 1902
 Tribune 3, 1902
 Brock & Rankin, 1903
 Champlain, 1903
 Liquid Carbonic, 1903
 Hamilton, 1904
 McNeil, 1904, 1911
 Boston Store, 1905 to 1917
 Chicago Savings Bank, 1905
 Mercantile, 1905
 Republic, 1905
 Ryerson Warehouse, 1905
 Fairbanks, Morse & Co., *ca.*1906
 Maurice L. Rothschild Store, 1906, 1910
 Brooks, 1907
 Ohio, 1907
 Bauer & Black, 1908
 Oliver, 1908
 LaSalle Hotel, 1909
 Moser, 1909
 University Club, 1909
 Brooks, 1910
 Hart, Schaffner & Marx, 1910
 McCormick, 1910
 Wabash Exchange (I. B. Tel. Co.), 1910
 American Medical Association, 1911/
 1922
 City Hall & County, 1911
 Ryerson, 1911
 Sherman Hotel 4, 1911, 1920
 Bell (I. B. Tel. Co.), 1912
 Great Lakes, 1912
 Monroe, 1912
 North American, 1912
 Otis, 1912

Rand McNally, 1912
 Rothschild's Store, 1912
 Crane Co., 1913
 Fort Dearborn Hotel, 1914
 Buck & Rayner, 1915
 Lumber Exchange, 1915
 Franklin Exchange (I. B. Tel. Co.), 1917
 John Crerar Library, 1920
 Waterman, 1920
 Apollo Theater, 1921
 Illinois Life, 1921
 Chicago Temple, 1923
 Tower addition, *ca.*1923
 Rector addition, 1924
 Superior Exchange (I. B. Tel. Co.), 1924
 Morrison Hotel Tower, 1925
 Palmer House 3, 1925, 1927
 Sherman Hotel addition, 1925
 Sherman Hotel Annex, 1925
 Tribune Tower, 1925, *eng.*
 Portland Cement Association, 1926
 Roanoke Tower, 1926
 Stevens Hotel Service, 1926
 Stevens Hotel, 1927
 Chicago Women's Club, 1928
 Temporary Board of Trade, 1928
 Chicago Daily News, 1929
 Palm Olive, 1929

Holabird & Root (1928-1948)

Tobey, 1927
 333 N. Michigan ave., 1928
 Times, 1928
 Chicago Motor Club, 1929
 Michigan-Chestnut, 1929
 Passavant Hospital, 1929
 Board of Trade 4, 1930
 Buckingham, 1930
 Franklin Exchange (I. B. Tel. Co.) addition, 1930
 Judah, 1930
 LaSalle-Wacker, 1930
 Michigan Square, 1930
 Ohio, 1930, *rem.*
 Palmer House addition, 1931
 Chicagoan Hotel, 1932
 Henrotin Hospital 2, 1935
 American Medical Association additions, 1936, 1941
 Equitable, 1940, facade and *rem.*
 Superior Exchange (I. B. Tel. Co.) addition, 1941
 Baskin, 1947
 Toll 2 (I. B. Tel. Co.), 1948

**Holabird & Root and Burgee (1948-
 American Medical Association addition,
 1949)**
Holabird & Simonds (1880-1881)

- Holmes, Harold
see Huehl, Schmid & Holmes
- Hood, Raymond Mathewson (1881-1934)
see Howells & Hood
see Howells, Hood & Foulhoux
- Hooper, William T.
see Hooper & Janusch
- Hooper & Janusch
Delaware Towers, 1927
1400 N. Lake Shore dr., 1927
1420 N. Lake Shore dr., 1929
- Howells, Hood & Foulhoux (N. Y.)
W. G. N. Studio, 1935
- Howells, John Mead (1868-
see Howells & Hood
see Howells, Hood & Foulhoux
- Howells & Hood (N. Y.)
Tribune Tower, 1925
- Huehl, Harris W. (1862-1919)
see Edward Baumann & Harris Huehl
see Huehl & Schmid
see Huehl, Schmid & Holmes
- Huehl, Schmid & Holmes
Distributors, 1917
- Huehl & Schmid
Medinah Temple, 1912
Boylston, 1913
Remien & Kuhnert, 1913
- Hunt, Jarvis (1863?-1941)
Journal, 1897
731-41 S. Wells st., 1904
Rector, 1906
American Trust & Savings Bank, 1906
Peoples Trust & Savings Bank, 1914
Lake Michigan, 1919, rem.
Tribune Plant, 1920
Lake Shore Club, 1924
900 N. Michigan ave., 1927
- Huszagh, Ralph D.
see Huszagh & Hill
- Huszagh & Hill
1540 N. Lake Shore dr., 1925
210 E. Pearson st., 1927
- Hyland, Paul V.
see Hyland & Corse
- Hyland & Corse
Equitable, 1929
- Ingram, Horace Colby (d. aet. 63)
219 E. Lake Shore dr., 1922, assoc.
- Jaffray, Henry S.
see Jaffray & Scott
- Jaffray & Scott
Commereial Bank, 1884
- Janusch, Fred
see Hooper & Janusch
- Jenney, William LeBaron (1832-1907) eng.
and arch.
Portland Block, 1872
Lakeside 2, 1873
Leiter, 1879
Home Insurance, 1885
Union League Club 1, 1886
Manhattan, 1890
see Jenney & Mundie (1891-1905)
see Jenney, Mundie & Jensen (1905-1907)
- Jenney & Mundie (1891-1905)
Ludington, 1891
Siegel, Cooper & Co., 1891
Fair Store, 1892
Isabella, 1892
Association, 1893
New York Life, 1894
Fort Dearborn, 1895
Grand Pacific Hotel, ca.1895, rem.
Morton, 1896
Trude, 1897
Central Trust Co., 1900
Equitable, 1902
- Jenney, Mundie & Jensen (1905-1907)
Hoops, 1905
Chicago Garment Center, 1905
Lake View, 1906
Kesner, 1910
- Jennison, E. S.
Hale 1, 1870
Hale 2, 1872
Clarke, Layton & Co., 1872
Field & Leiter Store 2, 1873
- Jensen, Elmer C. (1870-
see Jenney, Mundie & Jensen (1905-1907)
see Mundie & Jensen (1907-1936)
see Mundie, Jensen, Bourke & Havens
(1936-1944)
see Mundie & Jensen (1944-1946)
see Mundie, Jensen & McClurg (1946-
- Jensen, Jens J., (1860-
300 W. Adams st., 1927
- Johnson, Lewis J., eng. (St. Louis)
Steinway Hall, 1896
- Kahn, Albert (Detroit) (1869-1942)
Standard Club, 1926

- Kelley, P. C.
Holy Name Cathedral 2, 1874
- Kingsley, George S.
109 N. Dearborn st., 1914
- Kirchoff, Charles
see Kirchoff & Rose
- Kirchoff & Rose (Milwaukee)
Princess Theater, 1908
- Kirkland, Alex
see James J. Egan & Alex Kirkland
- Klaber & Ernest A. Grunsfeld, Jr., Eugene H.
Whitehall Apts., 1928
- Klafter & James G. Ludgin, David Saul
Insurance Center, 1927
- Klein, Samuel, eng.
180 E. Delaware pl. Apts., 1925
20 E. Cedar st., 1925
Eastgate Hotel, 1926
Davis Hotel, 1927
10 W. Elm st. Apts., 1927
120 W. Lake st., 1928
St. Clair Hotel, 1928
222 E. Chestnut st., 1928
Millinery, 1928
- Klein, William J.
see Levy & Klein
- Klewer, William L.
U. S. Appraiser's, 1891, supt.
- Knapp, George Arnold (1888-
see Fugard & Knapp
see Eckland, Fugard & Knapp
- Krause, Edmund R.
Alexandria Hotel, 1891
Kedzie, 1892
1006-12 S. Michigan ave., 1904
Majestic, 1905
Clock, 1906
Alexandria Hotel addition, 1914
- Kroman, M. Louis
Monroe Garage, 1940
Wabash-Monroe Garage, 1940, rem.
- Latimer, Osse W., eng.
see Latimer & Dunlap, eng.
- Latimer & Dunlap, eng.
Kelley, 1921
- Lawrence, Albin
see Hall, Lawrence & Ratcliffe
- Leichenko, Peter M., eng.
see Leichenko & Esser
- Leichenko & Esser
240 E. Delaware pl., 1926
- Levy, Alexander A.
see Levy & Klein
- Levy & Klein
Wacker Hotel, 1926
- Lieberman, Ernest, eng.
see Lieberman & Hein, eng. (1910-
- Lieberman & Hein, eng. (1910-
Utilities, 1913
Consumers, 1913
Lyon & Healy, 1916
60-70 E. Scott st., 1917
229 E. Lake Shore dr., 1918
220 E. Walton pl., 1919
State-Lake, 1919
222 E. Walton pl., 1920
231 E. Delaware pl., 1920
230 E. Walton pl., 1921
Chicago Theater, 1921
220 E. Delaware pl., 1922
219 E. Lake Shore dr., 1922
Putnam, 1922
Thom, 1922
American Furniture Mart, 1923, 1926
Lake Shore Drive Hotel, 1923
Covenant Club, 1923
Parke Davis & Co., 1924
Hearst addition
Methodist Book Concern, 1926
New United Masonic Temple and Oriental Theater, 1926
Metropolitan Block and Bismarck Hotel, 1926
Levy Mayer Hall of Law, 1927
Starek Piano Co., 1927
Chicago Eye, Ear, Nose and Throat Hospital, 1927
Chicago Mercantile Exchange, 1927
900 N. Michigan ave., 1927
Lake-Michigan, 1927
Devonshire Hotel, 1927
300 W. Adams, 1927
Mather Tower, 1928
Finchley, 1928
Old Dearborn Bank, 1928
M. L. Rothschild Store addition, 1928
Lawyers, 1929
Jackson-Franklin, 1929
Music Corporation of America, 1929
Electric Garage, 1930
Adler Planetarium, 1930
Harrison Hotel, 1930
- Lilienthal, Samuel
see Oman & Lilienthal

- Loebl, Irving Jerrold
see Loebl & Schlossman
- Loebl & Schlossman
Music Corporation of America, 1929
Fashion-Trades, 1930
- Loebnitz, Robert
see Bauer & Loebnitz
- Loewenberg, Israel S.
see Loewenberg & Loewenberg
- Loewenberg, Max, eng.
see Loewenberg & Loewenberg
- Loewenberg & Loewenberg
Whitehall Apts., 1928, assoc.
- Ludgin, James G.
see David Saul Klafter and James G. Ludgin
- MacBride, E. Everett**
see Zimmerman, Saxe & MacBride
- Maher, Philip Brooks (1894-
Farwell, 1927
Women's Athletic Club, 1928
1301 N. Astor st., 1928
1260 N. Astor st., 1931
- Marshall, Benjamin Howard (1874-1944)
Raymond Apartments, 1900
Iroquois Theater, 1903
Marshall Apartments, 1906
Stewart Apartments, 1912
Breakers, 1915
1550 N. State Pkwy., 1918
209 E. Lake Shore dr., 1924
Drake Tower Apartments, 1929
see Wilson & Marshall (1895-1902)
see Marshall & Fox (1905-1924)
- Marshall & Fox (1905-1924)
McClurg, 1908, 1909, 1914
Blackstone Hotel, 1909
Steger, 1910
Blackstone Theater, 1911
Federal Life, 1911
Karpen, 1911
Gibbons, 1912
999 N. Lake Shore dr., 1912
Lytton, 1913
Empire Paper, 1914
Morrison Hotel 2, 1914
Kaiserhof Hotel, 1915, add.
Lyon & Healy, 1916
Woods Theater, 1917
Drake Hotel, 1920
Rialto Theater, 1920
Popular Mechanics, 1922
John B. Murphy Memorial, 1926
- Martin, Edgar D. (1871-
Armory, 122d F. A., 1923
see Richard E. Schmidt, Garden & Martin (1906-1925)
see Pond & Pond, Martin & Lloyd (1925-1931)
see Pond & Pond & Edgar Martin (1931-)
- Matz, Otto Hermann (1830-1919)
Illinois Central Railroad Station, 1856
Nixon, 1871
Constitution Block, 1872
Doggett, 1872
Criminal Courts, 1892
- Maveety, R. H., eng.
Telephone Square, 1922
- Mayger, Arthur G.
see Graven & Mayger
- McCarthy, Charles A.
see Rapp & Rapp (1907-)
- McCarthy, Jos. W.
1540 N. Lake Shore dr., 1925, cons. archt.
- McClurg, Verne O., eng.
Palm Olive, 1929
Board of Trade, 1930
Buckingham, 1930
Judah, ca. 1930
Chicagoan Hotel, 1932
Henrotin Hospital, 1935
see Mundie, Jensen & McClurg (1946-)
- McLanahan, M. Hawley
see Price & McLanahan
- McNally, Frank, eng.
see McNally & Quinn
- McNally & Quinn, archt. & eng.
70 E. Cedar st., 1927
73 E. Elm st., 1928
1100 N. Dearborn st., 1929
1500 N. Lake Shore dr., 1931
- Meles, Edmund J.
McCormick Hotel, 1927
- Meredith, David D.
Dearborn-Lake Garage, 1928
- Metz, Carl, eng.
see Shaw, Metz & Dolio (1947-)
- Miller, Charles C. (1831-
see Cochrane & Miller
- Morey, Charles W., eng. (1875-
see Morey, Newgard & Co., eng.
- Morey, Newgard & Co., eng.
Randolph-Wells, 1914
Lombard Hotel, 1914

- Morris, Sidney H.
Vogue, 1903
- Mott, Arthur D. (1869–
see Ritter & Mott, eng. (1899–1917)
- Mueller, Paul, eng.
with Adler & Sullivan (1886–
- Mundie, Jensen, Bourke & Havens (1936–
1944)
Kraft Cheese Co., 1937
220–24 N. State st., 1940, rem.
Von Lengerke & Antoine, 1941
- Mundie, William Bryce (1863–1939)
see Jenney & Mundie (1891–1905)
see Jenney, Mundie & Jensen (1905–1907)
see Mundie & Jensen (1907–
see Mundie, Jensen, Bourke & Havens
see Mundie, Jensen & McClurg
- Mundie & Jensen (1907–1936)† (1944–
Consumers, 1913
Lemoyne, 1915
Singer, 1926
Union League Club 2, 1928
Hiram Sibley & Co. Warehouse, 1945,
underpinning
- Murgatroyd, A. J.
see Murgatroyd & Ogden
- Murgatroyd & Ogden (N. Y.)
Allerton Hotel, 1924
- Nedved, R. J. (1895–
see Hamilton, Fellows & Nedved (1927–
1934)
- Newberry, Robert T.
Waller, 1922
- Newgard, Carl T., eng.
see Morey, Newgard & Co., eng.
- Newhouse, Henry L.
Kinzie, 1922
see Newhouse & Bernham
- Newhouse & Bernham
McVickers Theater 4, 1923
- Nimmons, Carr & Wright (1928–
North Loop Garage, 1928
- Nimmons, George Croll (1865–1947)
Franklin, 1912
Reid, Murdoch & Co., 1913
Adam Schaaf, 1916
Union Special Machine Co., 1918
American Furniture Mart (E. portion),
1923, assoc.
- American Furniture Mart (W. portion),
1926
see Nimmons & Fellows (1898–1910)
see George C. Nimmons & Co. (1920–
1928)
see Nimmons, Carr & Wright (1928–
- Nimmons & Co., George C. (1920–1928)
Kelley, 1921
- Nimmons & Fellows (1898–1910)
Bailey (S. portion), 1898
Leshner, 1902
Stratford, 1907
Arthur Dixon, 1908
Railway Terminal, 1909
- Nyden, John A.
257 E. Delaware pl., 1918
- Ogden**
see Murgatroyd & Ogden
- Oldefest, Edw. G.
see Oldefest & Williams
- Oldefest & Williams
Cass Hotel, 1925
211 E. Delaware pl., *ca.* 1927
Lansing Apts., *ca.* 1927
- Oman, Samuel S. (1897–1943)
see Oman & Lilienthal
- Oman & Lilienthal
Eastgate Hotel, 1926
St. Clair Hotel, 1928
- Otis, William Augustus
see Otis & Clark
- Otis & Clark
Porter, 1916
- Ottenheimer, Henry L. (1868–
Steele-Wedeles, 1909
see Ottenheimer, Stern & Reichert
- Ottenheimer, Stern & Reichert
Crerar Adams Warehouse, 1909
Norman, 1915
Elks Club, 1916
- Palmer, Charles**
75 W. Van Buren, *ca.* 1902
- Palmer, C. M.
Honore Block 2, 1872
- Perkins, Dwight Heald (1867–1941)
Steinway Hall, 1896
see Perkins, Fellows & Hamilton (1911–
1927)
see Perkins, Chatten & Hammond

- Perkins, Fellows & Hamilton (1911-1927)
Blakely, 1911
- Pierce, Osborne J. (1839-
Owings, 1889
- Pingrey, Roy E.
see Shankland & Pingrey
- Pond, Allen Bartlit (1858-1929)
see Pond & Pond
- Pond, Irving Kane (1857-1939)
see Pond & Pond
- Pond & Pond (1886-1925)
Kent, 1903
Toll (I. B. Tel. Co.), 1908
City Club, 1911
- Pond & Pond, Martin & Lloyd (1925-1931)
- Pond & Pond & Edgar Martin (1931-)
- Post, Chester L., eng. (1880-
see Condron & Co. (1912-1924), v.p.
see Condron & Post (1924-)
- Powers, Horace S.
Leshner, 1902 (assoc.)
- Prather, Fred V.
Transportation, 1911
- Price, William L.
see Price & McLanahan
- Price & McLanahan (Phila.)
Pennsylvania Freight Terminal, 1918
- Pridmore, John O. E. (1864-1940)
Chicago-Clark, 1901
Planters Hotel, ca.1910
- Probst, Edward (1870-1942)
see Graham, Burnham & Co. (partner)
see Graham, Anderson, Probst & White
- Purdy, Corydon T., eng. (1859-
Boyce, 1892
Ellsworth, 1892
Columbus Memorial, 1893
Monadnock Block (S $\frac{1}{2}$), 1893
Old Colony, 1894
see Wade and Purdy, eng.
see Purdy & Henderson, eng.
- Purdy & Henderson, eng.
Marquette, 1895
Atwood, 1896
Bailey (N. portion), 1898
Tribune 3, 1902
LaSalle Hotel, 1909
Bell (I. B. Tel. Co.), 1912
- Quinn, James Edwin (1895-
see McNally & Quinn
- Raeder, Henry**
American Furniture Mart (E. portion),
1923
- Randall, Frank A., eng. (1883-
Delaware Towers, 1927
1400 N. Lake Shore dr., 1927
McCormick Hotel, 1927
Medinah Club, 1929
Lawson YMCA, 1931
Hiram Sibley & Co. Warehouse, 1945,
underpinning
see Randall & Warner, eng. (1914-1917)
see Berlin, Swern & Randall, archt. &
eng. (1918-1923)
Frank A. Randall (1923-1947), eng.
Frank A. Randall & Sons, eng. (1947-)
- Randall, Gurdon P. (-1884)
Plymouth Congregational Church, 1867
Spaulding, 1872
- Randall & Warner, eng. (1914-1917)
YMCA Hotel, 1915
- Randolph, Smith Martin (1837-1924)
310 W. Jackson st., 1887
- Rapp, Cornelius W. (1860-1927)
see Rapp & Rapp (1907-)
- Rapp, George L. (1878-1941)
see Rapp & Rapp (1907-)
- Rapp, Mason G.
see Rapp & Rapp (1907-)
- Rapp & Rapp (1907-
State-Lake, 1917
Chicago Theater, 1921
Roosevelt Theater, 1921
100 E. Ohio st., 1924
New United Masonic Temple & Orien-
tal Theater, 1926
Metropolitan Bloek & Bismarek Hotel,
1926
Dearborn State Bank, 1928
- Ratcliffe, H. E.
see Hall, Lawrence & Ratcliffe
- Rebori, Andrew N. (1886-
Roanoke Tower, 1926, assoc.
Elizabeth Arden, 1926, cons. archt.
1325 N. Astor st., 1929
Sterling, 1929
LaSalle-Wacker, 1930, assoc.
- Reichert, William
see Ottenheimer, Stern & Reichert
- Renwick, — (New York)
Second Presbyterian Church, 1852

- Renwick, Edward Anderson (1860-1941)
 see Holabird & Roche, partner (1886-1928)
 see Holabird & Root, partner (1928-1932)
- Richardson, Henry Hobson (1838-1886)
 Glessner res., 1886
 Marshall Field & Co. Wholesale, 1887
 see Gambrell & H. H. Richardson
- Riddle, Herbert Hugh (1875-1939)
 Mather Tower, 1928
- Rissman, Maurice B. (1894-1942)
 see Rissman & Hirschfield
- Rissman & Hirschfield
 Davis Hotel, 1927
 222 E. Chestnut st., 1928
 Millinery, 1928
- Ritter, Louis E., eng. (1864-1934)
 Manhattan, 1890
 with W. Le Baron Jenney (-1892)
 with Jennie & Mundie (1892-1899)
 see Ritter & Mott, eng. (1899-1917)
- Ritter & Mott, eng. (1899-1917)
 Monroe, 1912
- Roberts, Elmer C.
 Hamilton Club addition, 1920
- Roberts, John W.
 Keith Brothers, 1872
 Pike Block, 1873
- Robinson, Argyle E.
 Central Police Station and Courts, 1928,
 assoc.
- Roche, Martin (1855-1927)
 see Holabird, Simonds & Roche (1881-1883)
 see Holabird & Roche (1883-1928)
- Rogers, James Gamble (1867-
 Lees, 1893
 Winton, 1904
 McKinlock Campus—Northwestern
 Univ., 1926
- Rogers, John Arthur
 Ashland Block 2, addition
- Root, John Wellborn (1850-1891)
 see Burnham & Root (1873-1891)
- Root, John Wellborn, Jr. (1887-
 see Holabird & Root (1928-1948)
 see Holabird & Root and Burgee
- Rose, T. L.
 see Kirchoff & Rose (Milwaukee)
- Rosner, Max, eng.
 Northern Trust Co. addition, 1928
- Roy, Victor
 Ballard Block, 1873
- Russell, Lewis E.
 Plymouth Court Garage, 1927
- Rutan, Charles Hercules (1851-1914)
 see Shepley, Rutan & Coolidge
- Saxe, Albert M.**
 see Zimmerman, Saxe & MacBride
- Schlaacks, Henry J.
 Holy Name Cathedral 2 addition, 1915
- Schlossman, Norman J.
 see Loeb & Schlossman
- Schmid, Richard Gustav (1863-1937)
 see Huehl & Schmid
 see Huehl, Schmid & Holmes
- Schmidt, Richard Ernest (1865-
 Montgomery Ward, 1899
 Grommes & Ulrich, 1901
 Chapin & Gore, 1904
 Henrotin Hospital 1, 1906
 see Richard E. Schmidt, Garden &
 Martin (1906-1925)
 see Schmidt, Garden & Erikson (1926-)
- Schmidt, Garden & Erikson (1926-
 820 N. Michigan ave., 1925
 Stop & Shop, 1928
- Schmidt, Garden & Martin, Richard E.
 (1906-1925)
 Chicago Athletic Club addition, 1906
 Montgomery Ward & Co., 1907
 Dwight, 1911
 180-98 E. Chestnut st., 1912
 Mergenthaler Linotype, 1917
 Peterson, 1917
 Ambassador Hotel, 1919
- Scott
 see Jaffray and Scott
- Seaton, H. M.
 11-13 E. Hubbard st., ca.1885
- Seidensticker, F. William, eng. (1873-
 Montgomery Ward Memorial, 1926
 Wieboldt Hall of Commerce, 1926
 American Bankers Insurance Co., 1929
 George R. Thorne Hall, 1932
- Seiffert, Carl, eng.
 Tacoma, 1889
- Shankland, Edward C., eng. (1854-1924)
 Marshall Field & Co., 1892
 Majestic Hotel, 1893

- Shankland, Edward C., eng. (1854-1924)
 Great Northern Office and Theater, 1895
 Reliance addition, 1895
 Fisher, 1896
 Illinois Trust & Savings Bank, 1896
 see D. H. Burnham & Co. (partner)
 (1894-1898)
 see E. C. & R. M. Shankland, eng.
 (1898-1924)
- Shankland, E. C. & R. M., eng. (1898-1924)
 Methodist Book Concern, 1899
 Bailey (S. portion), 1903
 Kent, 1903
 LaSalle Street Station, 1903
 Chicago & Northwestern Ry. Office, 1904
 Fisher addition, 1907
 Arthur Dixon, 1908
 Chicago & Northwestern Ry. Station,
 1911
 London Guarantee, 1923
 Burnham, 1924
- Shankland, Ralph M., eng. (1863-
 see E. C. & R. M. Shankland, eng.
 see Shankland & Pingrey
- Shankland & Pingrey, eng. and archt.
 Swigart, 1923
- Shapiro, Benjamin B., eng.
 Whitehall Apartments, 1928
 Monroe Garage, 1940
- Shaw, Alfred
 see Shaw, Metz & Dolio (1947-)
- Shaw, Howard Van Doren (1868-1926)
 Enterprise, 1895
 R. F. Donnelley, 1897
 Henneberry, 1905
 Mentor, 1906
 1130 N. Lake Shore dr., 1910
 191 E. Walton pl., *ca.* 1922
 Goodman Memorial Theater, 1925
- Shaw, Metz & Dolio (1947-
 Woolworth, 1949
- Shepley, George Foster (1860-1903)
 see Shepley, Rutan & Coolidge
- Shepley, Rutan & Coolidge
 Art Institute, 1892
 Chicago Public Library, 1897
 Electric, 1903
 Borland, 1906
 Corn Exchange Bank, 1908
 Harris Trust, 1911
- Shipman, Stephen Vaughn (1825-1905)
 Gaff, 1884
 325 W. Ohio st., 1896
- Silsbee, Joseph Lyman (1848-1913)
 Main Office (I. B. Tel. Co.), 1888
- Simonds, Ossian C. (1855-1931)
 see Holabird & Simonds (1880-1881)
 see Holabird, Simonds & Roche (1881-
 1883)
- Sincere, Edwin M. (1890-
 see Friedman, Alschuler & Sincere (1946-)
- Sinks, Frank F.
 see Condron & Sinks
- Smith, Albert (d. March 9, 1948, aet. 75)
 see Smith & Brown, eng.
- Smith, William Jones (1881-
 see Childs & Smith
- Smith, Gen. William Sooy (1830-1916),
 fdn. eng.
 Chicago Stock Exchange, 1894, fdn.
 Old Colony, *ca.* 1896, fdn.
 Chicago Post Office, 1905, fdn.
- Smith & Brown, eng.
 Pearson Hotel, 1923
 Seneca Hotel, 1926
 Ambassador East, 1927
 1100 N. Dearborn st., 1929
 1242 N. Lake Shore dr., 1929
 Michigan Square, 1930
 LaSalle-Wacker, 1930
 1500 N. Lake Shore dr., 1931
 W. G. N. Studio, 1935
- Southard, F. W.
 Commerce, 1904
- Speyer, Julius
 Donohue & Henneberry, 1883
 see Speyer & Speyer
- Speyer, Oscar P.
 see Speyer & Speyer
- Speyer & Speyer
 Western News, 1914, 1926
- Stanhope, Leon E.
 Plamondon, 1906
- Starret, Theodore, eng.
 Rand McNally, 1890
- Steif & Co., B. Leo
 920 N. Michigan ave., 1926, rem.
 180 E. Delaware pl. Apts., 1925
 10 W. Elm st. Apts., 1928
- Stern, Isaac S.
 see Ottenheimer, Stern & Reichert
- Stevens & Co., H. L.
 Churchill Apts., 1922

- Stockton, Walter T.
 see Robert S. DeGolyer & Walter T.
 Stockton
- Sullivan, Louis Henry (1856-1924)
 Gage, 1898 (facade only)
 Schlesinger & Mayer, 1900
 Schlesinger & Mayer, 1903
 see D. Adler & Co. (1880-1881)
 see Adler & Sullivan (1881-1895)
- Sullivan, R. T., eng.
 Searle, 1932
- Suter
 see Travelletti & Suter
- Swern, Perry W.
 see Berlin, Swern & Randall (1918-1923)
 see Berlin & Swern (1923-)
- Teich, Max**
 Gore Hotel, 1892
- Thielbar, Frederick J. (1866-1941)
 see Thielbar & Fugard
- Thielbar & Fugard
 Jewelers, 1926, supervising archts.
 Methodist Book Concern, 1926
 McGraw-Hill, 1927
 Trustees, 1930
 Moody Bible Institute, 1937
 Wesley Memorial Hospital, 1941
- Thomas, Andrew J.
 Marshall Field Apts., 1929
- Thomas, William (1839-
 see Wheelock & Thomas
- Tilley, Thomas
 Chicago Museum, 1874
- Travelletti & Suter
 40 E. Hubbard, 1949, rem.
- Treat, Samuel Atwater (1839-1910)
 see Treat & Foltz
- Treat & Foltz
 Chicago Club, 1876
 Ontario Hotel, 1881
 Charles B. Farwell residence, 1882
 Frances, 1889
- Uffendell, W. Gibbons** (1876-
 115-21 N. Wells st., 1919/39, rem.
- Van Osdel, John Mills** (1811-1891)
 Wm. B. Ogden residence, 1837
 Mahlon D. Ogden residence, 1837
 Methodist Episcopal Church, 1845
 City Hall & Market, 1848
- Court House 2, 1848
 Tremont House 3, 1850
 Rice Theater 2, 1851
 Court House and City Hall 3, 1853, 1858
 Briggs House 1, 1856
 Burley & Co., 1856
 George Smith, 1856
 Robbins 1, 1856
 Frederick Tuttle, 1856
 Charles B. Farwell Store, 1869
 Peter Page 1, 1869
 Palmer House 1
 University Hall (Univ. of Ill.)
 Abram Gale, 1869
 Drake-Farwell Block 1, 1870
 Drake-Farwell Block 2, 1871
 Gale & Blocki, 1871, 1871
 Kendall, 1871
 Palmer House 2, 1871
 City Hall, 1872
 S. B. Cobb, 1872
 Dearborn Block, 1872
 Drake-Farwell Block 3, 1872
 Old Farwell Block, 1872
 Fuller Block, 1872
 Fullerton Block, 1872
 Hawley Block, 1872
 McCarthy, 1872
 McCormick, 1872
 McCormick, C. H., 1872
 Oriental, 1872
 Peter Page 2, 1872
 Robbins 2, 1872
 Robbins (Lake & Wells), 1872
 Tuttle, 1872
 U. S. Express Co., 1872
 Washington-Dearborn, 1872
 Bridewell, post-fire
 Briggs House 2, 1873
 City Hotel Block, 1873
 Clifton House, 1873
 Dyche, 1873
 Foote Block, 1873
 Kendall, 1873
 McCormick Block 2, 1873
 Reaper Block, 1873
 Saloon, 1873
 Tremont House 4, 1873
 Phelps, Dodge & Co., 1874
 Palmer House 3, 1875
 Porter Block, 1875
 Burton Estate, 1876
 Chicago Post Office and Custom House,
 1879, assoc.
 Robert Law, 1882
 Jewett, 1883
 Memory, 1884
 City Hall, 1885

- Van Osdel, John Mills (1811-1891)
 Ogden, 1885
 Dale, 1885
 Farwell Block, 1886
 Temple Court, 1886
 Zearing, 1886
 Brother Jonathan, 1887
 Como, 1887
 Casey, 1888
 Adams, 1889
 Grace Hotel, 1889
 Monon, 1890
 Parker, 1891
 see John M. Van Osdel & Co.
 Van Osdel, John Mills, II (1837-
 Ottawa, 1894
 Occidental, 1895
 Y. W. C. A. Hotel, 1895
 see John M. Van Osdel & Co.
 Van Osdel & Co., John M.
 Ellsworth, 1892
 Vigeant, Gregory (1853-1918)
 McCoy's European Hotel, 1885
 Vitzhum, Karl Martin (1880-
 Midland Club, 1927
 see Vitzhum & Burns
 Vitzhum & Burns
 Bell, 1925
 DePaul University, 1928
 Steuben Club, 1929
 1 N. LaSalle st., 1930
 Wade & Purdy, eng.
 Rand McNally, 1890
 Wadskier, Theodore Vigo (1827-
 Arcade, pre-fire
 Major Block 1, pre-fire
 Andrews, 1872
 Doane, 1872
 Burdick House, 1873
 Walker, William Ernest (1869-
 Studebaker, 1910
 242 E. Walton pl., 1912
 936 N. Lake Shore dr., 1913
 942 N. Lake Shore dr., 1915
 6-12 E. Scott st., 1918
 Lake Michigan, 1919, rem.
 Warner, William H., eng. (1882-
 see Randall & Warner (1914-1917)
 Warren, Clinton J. (1860-
 Dexter, 1883
 Oxford, 1891
 Virginia Hotel, 1891
 Plaza Hotel, 1892
 Unity, 1892
 Auditorium Annex, 1893
 Security, 1893
 Weber, Peter J.
 Fisher addition, 1907
 Dry Goods Reporter, 1910
 Weeks, H. Hobart
 see Hiss & Weeks
 Wegman, Jules F.
 Newbury, 1896
 Weiss, John W.
 see Davidson & Weiss
 Weissenborn, Leo J.
 W. G. N. Studio, 1935, assoc.
 Wheelock, Harry Bergen (1861-1934)
 Methodist Book Concern, 1899
 Wheelock, Otis Leonard (1816-?)
 McVickers Theater 1, 1857
 Howland Block 1, 1869
 Honore Block 1, 1870
 Speed, pre-fire
 Merchants, 1873
 Giles, ca. 1875
 Dore Block
 Terrace Row
 see Boyington & Wheelock
 see Wheelock & Thomas
 see Wheelock & Clay
 Wheelock & Clay
 Chicago Open Board of Trade, 1884
 Wheelock & Thomas
 Howland Block 2, 1872
 McVickers Theater 2, 1872
 Reed Block, 1872
 Collonade, 1873
 Union 2, 1873
 Bryant, 1874
 Whistler, Capt. John (eng.)
 Fort Dearborn (1804)
 White, Howard Judson (1870-1936)
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| 1. Field | 36. Butler |
| 2. 105 W. Monroe | 37. Marshall Field & Co. |
| 3. 100 W. Monroe | 38. Stevens Store |
| 4. 10 N. Clark | 39. Mandel Bros. |
| 5. Conway | 40. Carson, Pirie, Scott & Co. |
| 6. City Hall and County Bldg. | 41. Heyworth |
| 7. Hotel Sherman | 42. Palmer House |
| 8. LaSalle-Wacker | 43. Republic |
| 9. Reid, Murdoch Co. | 44. Lytton |
| 10. Central Cold Storage | 45. Steger |
| 11. Ashland Block | 46. Goldblatt Bros. |
| 12. Garrick Theater | 47. Kimball |
| 13. City Hall Square | 48. Sears, Roebuck & Co. |
| 14. Chicago Temple | 49. Isabella |
| 15. Morrison Hotel | 50. Auditorium |
| 16. Chicagoan Hotel | 51. Socony-Vacuum |
| 17. First National Bank | 52. McCormick |
| 18. Commonwealth-Edison | 53. 310 S. Michigan |
| 19. Marquette | 54. Lyon and Healy |
| 20. Federal | 55. Railway Exchange |
| 21. Union League Club | 56. Art Institute |
| 22. Monadnock Block | 57. Peoples Gas Light & Coke |
| 23. Old Colony | 58. Champlain |
| 24. Fisher | 59. University Club |
| 25. Maurice L. Rothschild | 60. Gage |
| 26. Great Northern Office | 61. Willoughby Tower |
| 27. Consumers | 62. Mallers |
| 28. Quincy-State | 63. Pittsfield |
| 29. Fair Store | 64. Michigan Blvd. |
| 30. North American | 65. Crerar Library |
| 31. Majestic | 66. Harvester |
| 32. 7 S. Dearborn | 67. Medical and Dental Arts |
| 33. State-Madison | 68. Pure Oil |
| 34. Unity | 69. Carbide & Carbon |
| 35. 32 W. Randolph | 70. Bell |

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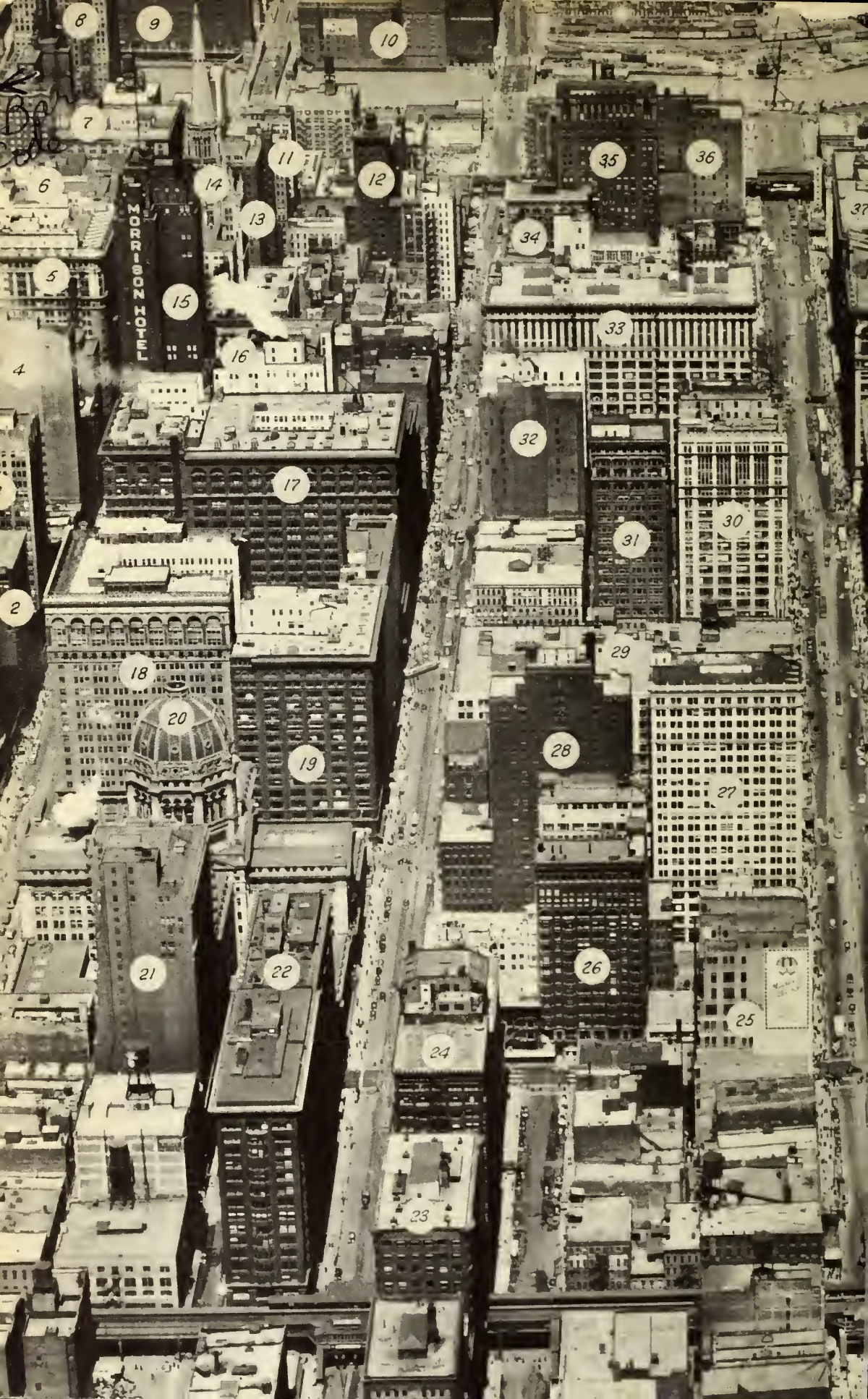
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